VOLUME IV NUMBER 24

LACONIA NATIONAL RESULTS

June 29, 1967

CYCLE NEWS

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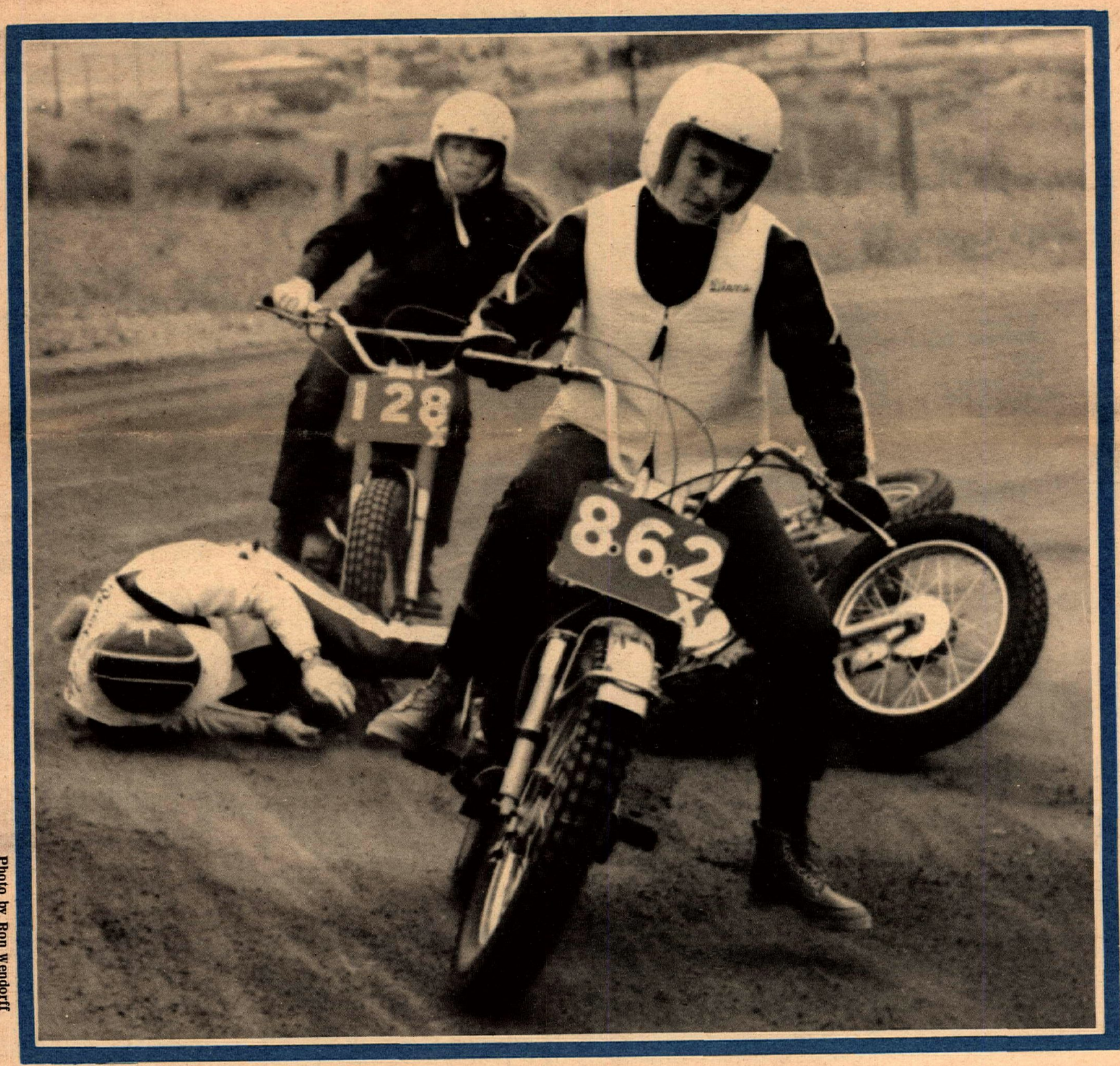


Photo by Ron Wendorff

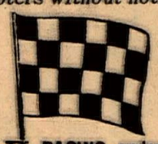
Pow! CYCLE NEWS columnist Maureen Lee hits the dirt, bounces around and gets run over at a recent scrambles. Undeterred by physical aches, she dutifully turned in her column two days later. Girl racers must be a hardy lot!

CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

NEWSPAPER

CALENDAR of EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.



EVERY TUESDAY NIGHT

SPORTSMAN SHORT TRACK, Playboys M.C. AMA sanc., pit gates open at 6 p.m. Adm. $1.50. Children eight and under free. Races start at 8 p.m. at Trojan Speedway, located corner Long Beach Frwy & Firestone Blvd.

EVERY THURSDAY NIGHT

SPORTSMAN T.T. at new Trojan Speedway, every Thurs. night from now til November. Three classes: 100cc & under; 101-200cc; Pit gate opens at 6 p.m. and closes at 7:30 p.m. Race time every Thursday night 8:15 p.m.

EVERY FRIDAY NIGHT

SHORT TRACK RACING at Vallejo Speedway's quarter-mile clay oval. AMA sanctioned, all classes 250cc and under. Practice 7 p.m., first race at 8:30 p.m.

AMA CLASS C HALF MILE. Every Friday. Ascot Park 183rd and Vermont, Gardena. All professional classes; first race 8:15

EVERY SATURDAY NIGHT

SHORT TRACK RACING at Willows, Calif. AMA approved. Located at Hwy. 99E South of Chico, Calif. Racing begins at dusk.

EVERY SATURDAY, JULY 8–SEPT 2

QUARTER MILE TT at Aurora Speedway on Donald Rd in Aurora, Washington. Practice 7 p.m., racing begins at 8. For info call (206) 654–9972 or 253–5782 or 695–7891.

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

FIRST SATURDAY OF EVERY MONTH

PROFESSIONAL TT at Ascot Park, Gardena, 183rd and Vermont. Practice 7 p.m., Races start at 8:15 p.m.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bikes preferably, 9 a.m. start, $10.00 per student. For information call Bob Braverman at (213) 785-2421.

EVERY WEDNESDAY NIGHT

A.C.A. SHORT TRACK RACING Orange County Speedway 100, 200, 250cc and 500cc single Class A. First event begins 8:00 p.m., qualifying 7:00 p.m., pit gates open 6:30 p.m. Orange County Speedway take Santa Ana Freeway to Laguna Canyon off-ramp, make left turn at first street Valencia, proceed approx. 2 miles to track.

EVERY 1st SUNDAY

BEARDSLEY RACETRACK MOTOCROSS Scrambles and TT. AMA sanc., Copper State Cycle Club. Located 25 miles northwest of Phoenix, Ariz. on U.S. Hwy 60.

JC AGAJANIAN PRESENTS

T. T. RACING
AMA SANCT.
FIRST SAT.
OF EVERY MONTH
PRACTICE 7p.m RACES START 8:15 p.m.

FLATTRACK
RACING AMA SANCT.
EVERY FRIDAY
7p.m. PRACTICE 8:15pm RACES START

★ ★ ★ ★ ★

At Ascot Park 183rd & Vermont — Off Harbor Freeway

SATURDAY, JUNE 24th

CALIFORNIA GOPHERS Trophy Presentation. For Nov. 27, Feb. 12, and March 14 races. 8 p.m. at Local 250 Pipefitters Hall, 18355 So. Figueroa, Gardena, Calif. Free beer and food. Fun for all!

DEALER OPEN HOUSE at George E. Hall Motorcycles, 265 N. Monterey St., Gilroy, Calif. Open 9 a.m. to 6 p.m. Enjoy refreshments, continous action movies, Triumph's streamliner, Montesa's new 250 Trials and Louie Bonesio's streamliner.

SUNDAY, JUNE 25th

AMA CLASS "C" HALF-MILE at Santa Clara County Fairgrounds in San Jose. Featuring Sam Arena Sweepstakes. Adults $2.50, children 6-12 yrs. $1.00. Free parking, covered grandstand. Located on Tully Road.

AFM NATIONAL ROAD RACE at Whiteman Air Park in Pacoima. All G.P. and Production classes and sidecars. Gates open 9 a.m. for tech inspection. First practice at noon, racing at 1:30 p.m. Admission $2.00. Entry fee $8.00 G.P. classes, $3.00 production classes.

SCRAMBLES at Lincoln, Calif., presented by Sierra Cycle Club of Auburn. AMA sanc., $1.50 ride or watch. Big wide track. Location: One mile east of Lincoln, corner Gold Hill Rd. and Hungry Hollow Rd. Signup and practice 9-11 a.m., racing starts at noon. New shaded bleachers. For further info. phone: (916) 885-5491.

10-MILE NATIONAL Championship Dirt Track at Ohio State Fairgrounds, Columbus, Ohio.

TT SCRAMBLES at Sunny Valley Speedway, Sunny Valley, Oregon. Signup 10 a.m., race 1 p.m. Entry $2.00, wives and children free. Classes from 100 to 650cc.

TT SCRAMBLES at Bay Mare, off Hwy. 118. Presented by Sinners M.C. Small Bikes Noon. Trophies to all classes.

PACIFIC SO-WEST CHAMPIONSHIP HARE SCRAMBLES. Dist 37 points, six mile course, $3.25 entry fee. Held at east end of El Mirage Dry Lake, near Adelanto. Road limed from Adelanto, going east, and from 90th and Palmdale, going west. All events except sidehacks go for one hours. First race 8 a.m.

PACIFIC SOUTHWEST CHAMPIONSHIP European Scrambles. Another great Dirt Diggers presentation. Marked from Hwy. 395, 8 miles west of Adelanto. Entry fee $3.25. All classes. Six mile loops. Trail bikes: 8 a.m. Lt. Nov: 9:15. Lt. Am: 10:30. Lt. Ex: 11:45. Hacks: 1:00. Heavy Ex: 1:45. Heavy Am: 3:00. Heavy Nov: 4:15.

FRIDAY, JUNE 30th

5-MILE NATIONAL at Tulare, California. All Novice program and time trials for Amateurs & Experts competing in 5-Mile Championship.

CLASS C TT at Graham Speedway, Tacoma, Wash. Two star or 30%. Time trials 7:30 p.m.

QUARTER MILE SHORT TRACK and fireworks show at Ascot Park, 183rd and Vermont, Gardena. All professional classes. First race at 8:15 p.m.

SATURDAY, JULY 1st

FLAT TRACK at Dunes Speedway, 7 miles north of Coos Bay, Oregon. Classes from 100cc through Open. Racing starts at 8 p.m.

5-MILE NATIONAL at Tulare, California. Amateurs and Experts only. Half-mile dirt oval. Come and see your favorites battle.

CLASS C TT at Castle Rock Fairgrounds, Castle Rock, Wash. Two star. Practice 7:30 p.m., racing at 8.

SUNDAY, JULY 2nd

SCRAMBLES SCHOOL - First monthly scrambles academy at Elsinore Race Track, off Hwy 71 near Town of Elsinore, Calif. Instructors: Jim Hunter (Dist 37 -1) and John Rice. Asst. Inst. Monte Darling. Mgr. Bob Braverman. Classes begin 9 a.m. sharp, to 5 p.m. Bring helmet, leather jacket, boots and scooter. Folding pegs req. scrambles gearing, class C traction. gloves optional. Tuition $10.

50-MILER SCRAMBLES presented by Sage Hoppers M.C. Held at Encinatas, AMA sanc. Practice 10 a.m., first race 11 a.m., all Expert classes. Second race 1 p.m., all Novice classes. Limed from Interstate 5 (101) and San Marcos Rd. Lunch Wagon, ambulance, toilets. Entry fee $3.00, no admission charge. For info. call Bob Gooding (714) 753-2097.

3rd ANNUAL A.C.A. "SPIRIT OF '76" motorcycle races at Willow Springs International Raceway, located Hwy. 14 to the City of Rosamond, Rosamond Blvd. west approx. 5 miles to raceway. G.P. scrambles starting 9:00 a.m., all classes 50cc thru Open. Grand Prix Road Race, all classes 50cc thru Open, as well as all production classes, starting 1:30 p.m. Street riders contest at 12:00 for custom, stock, club and family, side car, best dressed and man-mile categories being judged.

SPORTSMAN HILL CLIMB, presented by Eastside M.C. All AMA classes from 200cc up. Practice 9:30 a.m., start noon. $1.50 ride or watch. Children under 12 free. Located at Cycle Hills at Uvas Dam in Morgan Hill. Also featuring drag race hill climbs — two motorcycles at a time.

TT SCRAMBLES at Bay Mare, off Hwy. 118. Small Bikes Noon. Trophies to all classes.

SHORT TRACK at Sky Valley Speedway, Monroe, Wash. One star or 40% gross gate. Practice 12 noon.

AFM NATIONAL ROAD RACE $1500 purse for GP and sidecars at Sacramento Fairgrounds. Sportsman Prod. classes. Practice on Saturday, July 1, AFM affiliate license req. (AFM, ACA etc.) AFM numbers req. For info contact AFM (415) 342–3712 in No. Calif. or (213) 762–9875 in So. Calif.

PROFESSIONAL SHORT TRACK on the Merced Fairgrounds quarter-mile oval. AMA sanctioned. Gate opens 5:30 p.m., practice 6 p.m., gate closes 7:30 p.m. Winner of Novice Main guaranteed $100.00 take home. Free refreshments after the races. Wheelie contest. For entries contact: Bert Moreland, 1827 Clifford St., Santa Clara, Calif.

BENEFIT GUIDE DOGS FOR BLIND Scrambles, presented by Marin County M.C. Assn. Location: China Camp on San Pedro Rd., off US 101 from San Rafael. Limed from S.R. civic center. Signup 9 a.m., race at noon. Admission $1.50, ride or watch. For info. phone (415) 892-3224.

PONDEROSA HARE SCRAMBLES, 15 miles east of Lancaster on Ave. J. New course, two 10-mile loops. Trophies to 40% of entry will be presented after the race. Shaded picnic area. Food and refreshments available at regular prices. No affiliation necessary. Ambulance standby. 10 a.m. start.

MOVING???...

Second class mail is NOT forwardable. Send us your new address as soon as possible, so you won't miss an issue.

Attach here old address label from CYCLE NEWS

NAME:

NEW ADDRESS:

CITY:

STATE: ZIP:

(Be sure and include Zip code.)

Allow two weeks for address change.

3rd ANNUAL CALICO 50 MILER will be held at El Mirage this year. Two classes: 0-80cc, 81-125cc. $3.00 entry fee. Starts at 10 a.m. Take Barstow Fwy. to Summit Inn. Take Adelanto turnoff approx. 8 miles and follow the lime to the dry lake bed and to loads of fun. Everyone welcome. Sponsored by Hi-Jinx FMC of Norwalk.

MON DAY, JULY 3rd

AFM INDEPENDENCE DAY PARTY - in conjunction with the 4th Annual U.S. Prod. machine Championships. At the Casa Rosa Motel. Entire Motel available. Make reservations at 1540 Ocean Ave., San Francisco.

2nd ANNUAL EASTER EGG HUNT, presented by Modern Cycle Magazine. Grand Prizes include motorcycles, accessories $1000.00 cash and other goodies. Contestants will search for containers dropped on the desert from an aircraft. The hunt will be held in a valley approx 30 miles east of Lancaster, Calif. Marked from 6 mi. east of Ave. J. Registration between 6 & 9 a.m. Entry fee $3.00.

PROFESSIONAL SHORT TRACK on the Merced Fairgrounds quarter-mile oval. AMA sanctioned. Gate opens 5:30 p.m., practice 6 p.m., gate closes 7:30 p.m. Winner of Novice Main guaranteed $100.00 take home. Free refreshments after the races. Wheelie contest. For entries contact: Bert Moreland, 1827 Clifford St. Santa Clara, Calif.

TUESDAY, JULY 4th

4th ANNUAL U.S. PRODUCTION MACHINE CHAMPIONSHIPS. "Cotati 250". 250 mile street machine road race. AFM sanc. Two riders req. per entry. Pit stop equipment mandatory. Classes, 125cc through 1300cc. Also special "Tiddler 25" 25 mile Champ. for 100cc and under. AFM prod. rules aply.

OLD FASHIONED HILL CLIMB presented by Veterans of Foreign Wars. Located at Irvine Ranch property in Orange County. For details contact Fred Devenney at 536-0353 or 545-7985.

1st ANNUAL 100cc FLAT TRACK at Athena Oregon. High School Grounds, 20 miles north of Pendleton, Ore. Practice 2 p.m., races at 3 p.m. Junior class for racers 14 and younger. Spectators admitted free. Perpetual trophy to A Main winner, wheelie contest. $150 purse guaranteed. Post entry $2.50. Rules: shifting and brakes allowed, two readable number plates, rubber covered pegs.

CLASS C TT at Sky Valley Speedway, Monroe Wash. Three star or 30%. Practice at noon, $900 purse.

TT SCRAMBLES at Bay Mare, off Hwy. 118. Small Bikes Noon. Trophies to all classes.

T.T. SCRAMBLES at Perris, Calif. Presented by Jackrabbits M.C. AMA sanctioned point run. Novice big bikes 8:30 a.m., Am-Ex big bikes 11:30 a.m., all lightweights 1:30 p.m. $1.25 gates, $2.00 riders fee.

PONDEROSA HARE SCRAMBLES, 15 miles east of Lancaster on Ave. J. New course, two 10-mile loops. Trophies to 40% of entry will be presented after the race. Shaded picnic area. Food and refreshments available at regular prices. No affiliation necessary. Ambulance standby. 10 a.m. start.

THURSDAY, JULY 6th

CLASS C TT at Graham Speedway, Tacoma, Wash. Three star or 30%. $2.50 admission. Signup closes 7:30 p.m., racing begins at 8.

FRIDAY, JULY 7th

PRACTICE AND TIME TRIALS for 30-lap TT National Championship at Castle Rock Fairgrounds, Castle Rock, Wash. One star Novice race. Practice 6 p.m., time trials and Novice events at 8 p.m.

SATURDAY, JULY 8th

30-LAP NATIONAL CHAMPIONSHIP at Castle Rock Fairgrounds, Washington. $6,000 purse, presented by Mt. St. Helens M.C. Time 8 p.m. Time trials and Novice event Friday night at 8 p.m.

SUNDAY, JULY 9th

TT SCRAMBLES at Sunny Valley Speedway, Sunny Valley, Oregon. Signup 10 a.m., race 1 p.m. Entry $2.00, wives and children free. Classes from 100 to 650cc.

FRIDAY, JULY 14th

CLASS C TT at Graham Speedway, Tacoma, Wash. Two star or 30%. Signup closes 7:30 p.m., racing begins at 8.

SATURDAY, JULY 15th

SCRAMBLES at Madera Fairgrounds. Promoted by Pathfinders M.C. of Fresno. Admission $2.00 riders, $1.50 spectators. Signup 5 to 7:30 p.m., practice 6 to 7 p.m., race 8 p.m.

HALF MILE DIRT TRACK at Elma County Fairgrounds, Elma, Wash. Three star. Practice noon, time trials at 1 p.m.

HALF MILE DIRT TRACK at Castle Rock Fairgrounds, Castle Rock, Wash. Three star night race. Practice begins at 7:30 p.m.

SUNDAY JULY 16th

20-MILE NATIONAL Championship Dirt Track, Portland, Oregon.

SATURDAY, JULY 22nd

FLAT TRACK at Dunes Speedway, 7 miles north of Coos Bay, Oregon. Classes from 100cc through Open. Racing starts at 8 p.m.

50-LAP TT NATIONAL Championship, Ascot Park, Gardena, Calif.

SUNDAY, JULY 23rd

TT SCRAMBLES at El Mirage Dry Lake bed. Heats, Semis and Main Events. Two classes: 0-80cc, 81-125cc. $3.00 entry fee with 75% going for trophies. Half-mile track. Beginners welcome. First event at 10 a.m. Take Barstow Fwy. to Summit Inn. Take Adelanto turnoff approx. 8 miles and follow the lime. Sponsored by Hi-Jinx FMC of Norwalk.

TT SCRAMBLES at Sunny Valley Speedway, Sunny Valley, Oregon. Signup 10 a.m., race 1 p.m. Entry $2.00, wives and children free. Classes from 100 to 650cc.

SUNDAY, JULY 30th

PONDEROSA HARE SCRAMBLES, 15 miles east of Lancaster on Ave. J. New course, two 10-mile loops. Trophies to 40% of entry will be presented after the race. Shaded picnic area. Food and refreshments available at regular prices. No affiliation necessary. Ambulance standby. 10 a.m. start.

HARE SCRAMBLES presented by Lost Coyotes M/C of Lancaster Non-Sanctioned, Fun Run, in the Holiday Hill area, 10:00 a.m. start. Three 20 mile loops, ambulance standby. District 37 riders, try us we will have sanctioned club in 68. Limed from 190th & Highway 138 (Weevil Inn) also west on Rosamond, Calif. Info, phone 805 26058 or 805 27603.

SATURDAY, AUGUST 5th

FLAT TRACK at Dunes Speedway, 7 miles north of Coos Bay, Oregon. Classes from 100cc through Open. Racing starts at 8 p.m.

AUGUST 5th and 6th

1st ANNUAL SIERRA TOUR, presented by East Bay Wheels. For information write East Bay Wheels, 2754 Park View Terrace, Oakland, California, 94610.

SUNDAY, AUGUST 6th

TT SCRAMBLES at Sunny Valley Speedway, Sunny Valley, Oregon. Signup 10 a.m., race 1 p.m. Entry $2.00, wives and children free Classes from 100 to 650cc.

2nd ANNUAL DANISH TOUR by Colorama M.C. AMA sanc., RRC point run. Post entry $1.50. Start 8 to 10 a.m. at San Fernando Valley H-D shop, 16113 Sherman Way, Van Nuys. Route: 125 miles of paved scenic highway, through the Danish community of Solvange. Finish closes at 2:30 p.m. Free meal at finish. Trophies, gift certificates and prizes galore.

SUNDAY, AUGUST 13th

BENEFIT RUN - by the Highway Kings for Rancho San Antonio Boys Town. Will incl. "motorcycle blessing." Scenic highway ride, AMA sanct. Donation $1.50. Starts 8 a.m. to 9:30 a.m. at Santa Monica H-D, 12418 Santa Monica Blvd., Los Angeles Deadline 2:30 p.m.

SATURDAY, AUGUST 19th

FLAT TRACK at Dunes Speedway, 7 miles north of Coos Bay, Oregon. Classes from 100cc through Open. Racing starts at 8 p.m.

SCHEDULE OF EVENTS FOR INDIANA, KENTUCKY, TENNESSEE

July 1	Short Track (nite)	Ridgetop, Tenn.
July 2	½ mile Indiana State Champ.,	Princeton, Indiana
July 2	T.T.	Wabash, Indiana
July 4	½ mile	Rockport, Indiana
July 22	½ mile (nite)	Converse, Indiana
Aug. 6	T.T.	Wabash, Indiana
Aug. 20	½ mile	Converse, Indiana
Sept. 3	T.T. Ind. State Champ.	Logansport, Indiana
Sept. 24	T.T.	Mt. Meridan, Indiana
Oct. 8	T.T.	Mt. Meridan, Indiana

1967 A.M.A. DIST. 37 PROFESSIONAL CALENDAR

July	1	Ascot T.T.
	8	San Gabriel T.T.
	21	Ascot Nov. T.T. (Natl. Qual.)
	22	Ascot 50 Lap T.T. National
Aug.	5	Ascot T.T.
	12	San Gabriel T.T.
	26	San Gabriel T.T.
Sept.	2	Ascot T.T.
	8	Ascot Nov. ½ Mile (Natl. Qual.)
	9	Ascot 8 Mile National
	23	San Gabriel T.T.
	30	San Gabriel T.T.
Oct.	7	Ascot T.T.
	28	San Gabriel T.T.
Nov.	4	Ascot T.T.
	10	Ascot ½ Mile (final)

WESTERN NATIONAL CALENDAR

July	1	5 Mile, Tulare
	8	30 Lap T.T., Castle Rock
	16	20 Mile, Portland
	22	50 Lap T.T., Ascot Park
Sept.	9	8 Mile, Ascot Park
	17	25 Mile, Sacramento
	24	75 Mile Road Race, Carlsbad

Entries close 21 days in advance. Post entry $25. Write *early* for each National to: A.M.A.
P.O.Box 231
Worthington, Ohio 43085

PORTLAND, OREGON

20-MILE

NATIONAL CHAMPIONSHIP

MILE DIRT TRACK

SEE THE BIGGEST STARS IN BATTLE !

SUNDAY JULY 16

On the Portland Mile! Air Conditioned Grandstands!

For information call Jack Leigh (503) 777-1880

FUN RIDERS! RACERS! & WOULD-BE's ENROLL NOW FOR SCRAMBLES ACADEMY JULY 2nd

Sunday, July 2nd is the date that classes begin in America's first and only Scrambles Academy. The place will be Elsinore Race Track. Instructors will be Jim Hunter (District 37 #1) and John Rice (#18), assisted by Monte (#5) Darling. Elsinore owner Tom Paschal and Academy manager Bob Braverman will be there to help out. Cycle News will be taking pictures. All that's left now is for you to sign up and race right.

Never before and perhaps never again will such a wonderful opportunity be yours to learn what Experts took years finding out. The instructors will pull no punches in their zeal to make their students winners, or at least competent fun riders. So if you've ever wondered if you have what it takes to enter a southern California scrambles (TT) here's your chance to make certain before you mix it up in real battle.

Post time registration will be accepted until the class fills up. But to make sure you get enrolled, fill out the blank below and send it with check or money order for $10 to SCRAMBLES ACADEMY, c/o Cycle News, Box 498, Long Beach, Calif. Then all you have to do is show up by 9 a.m. July 2 (open Sunday) at Elsinore. We'll send you full information on what to bring, how to get there, etc.

---------- APPLICATION FOR REGISTRATION ----------

Dear Sirs:
Please enroll me as a student in the July 2 SCRAMBLES ACADEMY. I understand that for the $10 enclosed I am entitled to one day's complete course including lectures, demonstration, individual instruction and critique and practice races.

NAME _____

ADDRESS _____

CITY _____ STATE _____

PHONE # _____ ZIP _____

SCRAMBLES ACADEMY, c/o Cycle News, Box 498, Long Beach, California.

JACK RABBITS M/C Presents

TT SCRAMBLES

AMA SANCTION

4th of July

Novice Big Bikes 8:30 a.m.
Amateur Expert Big Bikes 11:30 a.m.
Lightweights 1:30 p.m.

Class 'C' req **PERRIS** Tech. Insp. before entry

New rules—min. 5/8" ball ends on all clutch, brake, comp. rel. levers. Rubber covered brake & foot shift levers.

HODAKA WINS ALL

Cycle Land Speedway, Chico 6/10/67 1st Pl. Trophy Dash—1st P. 100cc Main TOM BRUCKENSTEIN (only 16) sponsored by LARRY POWELL, 808 Cheery St., Chico, California.

A.B.C. LEATHERS
RACING SUITS
Clarice — specializes in repairs and alterations — letter and number changes — 9840 Atlantic, So. Gate, Ph: 564-7150

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Advertising rates will be sent on request.

Voices

CN EDITORIAL SPARKS FEMALE COMMENT

Read your paper every week and enjoy it very much. The last issue (June 15 edition) was of particular interest. (Refering to the Gals vs. Guys in Scrambles & TT's.)

I think if a gal has the ability to handle her machine, has proper attire and instructions they should be allowed to compete in all events that are open to the fellows. The gal's agility should give the guys some real competition and I'm sure they can stand the competition of a gal - can't they? Anyway it would add a bit of spice to any event. So why not give it a try!

Sincerely,
V. White

Impressed Subscriber

I was so impressed by your sample copy I want to be included on the subscription list.

Please keep the pressure on as to the steps we can take to prevent the ridiculous laws now trying to be passed by most states.

We have a compulsory helmet law in Georgia and I understand other law of the same type are coming up.

Thanks for a great newspaper.

GENE EIDSON
Lawrenceville, Ga.

FELLOW CYCLIST NEEDS HELP

David Pruitt is a young motorcyclist, 15 years old and just starting to ride. On March 23, this year, he was involved in a motorcycle accident. He is under intensive care and has not regained consciousness. His hospital bill has already reached $10,000.00. This boy needs all the help he can get. Let's all pull together and help this boy out. Any and all donations you care or can send can be sent to the Bank of America, Chino Branch, Chino Calif. in the name of David Pruitt Fund. Anything and everything will be greatly appreciated by this boy and his family.

I thank you for this chance to speak to you through this paper.

JACK LINDSTROM
Vice-President
Married Wheels M/C
Ontario, Calif.

GREENHORN ADDS ANOTHER FAN

My family and I used part of our vacation to Journey to Gorman, Calif. to ride the Greenhorn June 3-4. I'd like to express my thanks to the Greenhorn sponsors for a fine event and especially to the Calif. riders in general for their sportsmanship and friendliness. Also to the unknown many who gave me water after losing my canteen after an encounter with a huge cactus.

I learned a lot and had a ball. We'll be back with different handlebars, more travel front and rear suspension, different rake, and see if we can't do a bit better next time. It's really different than our mud and woods enduro s, though each have their own merits.

Jasper Kleinjan
Bismarck. N. Dak.

DANGER LAW ON THE MOVE AGAIN

'A Slap at California's Young?'

California's controversial "Motorcycle Danger Law" (AB 978) is on the move again, and this time we may not be able to stop it. Our observer in Sacramento informs us that the bill was pulled out of Ways & Means Committee where it was expected to remain at least a month, and was passed unanimously by the state Assembly. The vote was 72-0. In a remarkable burst of speed the bill is scheduled for hearing in the Senate Transportation Committee at 1 p.m. Thursday, June 22. One insider at the capitol calls the haste with which the lawmakers seek to clap restrictions on bike riders "a slap at the younger generation for not aligning with their views." Unless a miracle happens, the Senate will give unanimous approval and the bill will be passed on to Governor Reagan.

BY CHUCK CLAYTON

Near the upper lefthand corner of the continental U.S. is Seattle, Washington. The city is to the northwest motorcycle family what Los Angeles is to the south. Washingtonians modestly claim their state is "about two years behind California" motorcycle wise. Some of those in the know would dispute that claim, among them Bob Blair, Glendale motorcycle distributor. "There's as much motorcycling in the northwest as there is here!" he states.

Seattle's R.B. "Dick" Rogers provided the final proof, when he successfully brought off the first international cycle show in the city of the Space Needle weekend before last. With virtually no help from national distributors, Dick, who is a United Airlines pilot in real life, called on the resources of the great Northwest and mounted a jewel of a show, which nearly 10,000 attended (see this issue).

Prosperous Participants

Washington's dealers have pitched in and built a large, growing business for themselves. A wise state legislature consults with leading members

Left to Right, your reporter, Portland dealer Joe Dobbins, racer Carl West and Seattle dealer Ken Smith.

of the industry, such as Everett dealer Friedolf Johnson, before drafting safety legislation. Dealers officiate and often ride in fun and competition the year around; and they grow prosperous doing it. There are the usual drone dealers that you find all over the map, but even they don't lack customers.

Fred Pazaski in Bellingham, Bob Budschat in Seattle and Bard Hansen in Everett are all successful dealers and competition winners. "You have to sell road sport bikes here," Budschat insists. The younger clientele demands dual-purpose bikes. BSA Victors, Triumph 500's, Ducati scramblers, the new Norton P11, Harley Sportsters and Hodakas go over big.

Trailing in the North Woods

Eager to take a sampling of the Northwestern trails, we wangled an invitation from Budschat to his Olympian mountain retreat. Five minutes out of town Bob unlocked a "neckbreaker" chain (at least his has a sign on it) and let us into a clearing beside a troutpond in the midst of the densest forest I ever

Seattle dealer Bob Budschat prepares to unload trailbikes.

hope to find. Bob's 12-year-old son Mike offered to show me a trail. His narrow body was a great advantage as he led your reporter on a merry chase over fallen logs, through snapping branches, down impossible hills and across rushing rivers. Whew! His daddy hailed the youngster to a halt as I was barking my last shin. Then Budschat and 19-year-old Dave from the store took us around some of their enduro course. Budschat's is one of the few shops that can sponsor an enduro on its owner's property. We would not have believed the jungle they led us through. Had it not been for valiant Dave, plunging through dense undergrowth, ahead of us, I'd have sworn there was no trail there. Then we'd come to a giant log, with a section cut out by chainsaw, just wide enough to ride through. It was trail heaven.

Washington dealers are extremely eager to have you ride their wares. I had a turn on a new Ducati Scrambler and a Grand Prix Victor and now I know that four bikes in the garage are not enough. A person *needs* at least five.

And with weather the way it's been this winter in Los Angeles, America is lucky to have Washington, where they've found you can create 2-wheel fun without perfectly sunny skies.

SELL YOUR CHOPPER
GOING — OR — PARTS
USED-PARTS ALL MAKES
★ YAMAHA DEALER ★
SCRAMBLER MOTORCYCLES
1801 W. Burbank Blvd. Burbank, Calif.
849-5907 or 845-8738 Ext. 7

THE RUMOR MILL

WOULD YOU BELIEVE?

* * * * * * * * * * * * * * * * * * * *

...That the fastest thing on two wheels last week was an Arab riding a bicycle through Tel Aviv.

* * * * * * * * * * * * * * * * * * * *

...That Evel Knievel believes he can jump over 17 cars with the new Montesa 360cc "Capper." He calls it "a beautiful handling rig."

* * * * * * * * * * * * * * * * * * * *

...That next year's Northwest Cycle Show will be held a few weeks earlier, about the first of Apri.

* * * * * * * * * * * * * * * * * * * *

...That Cycle News will announce a new contest for subscribers in the next few weeks.

* * * * * * * * * * * * * * * * * * * *

...That District 37's plans to commission a District Coordinator is the best news for motorcycle lovers since the Catalina Committee.

* * * * * * * * * * * * * * * * * * * *

...That Ducati has a 350cc twin ready to spring on the market.

* * * * * * * * * * * * * * * * * * * *

...That BMW has a new model to campaign in U.S. races...with cylinders that fold back at a 45 degree angle.

* * * * * * * * * * * * * * * * * * * *

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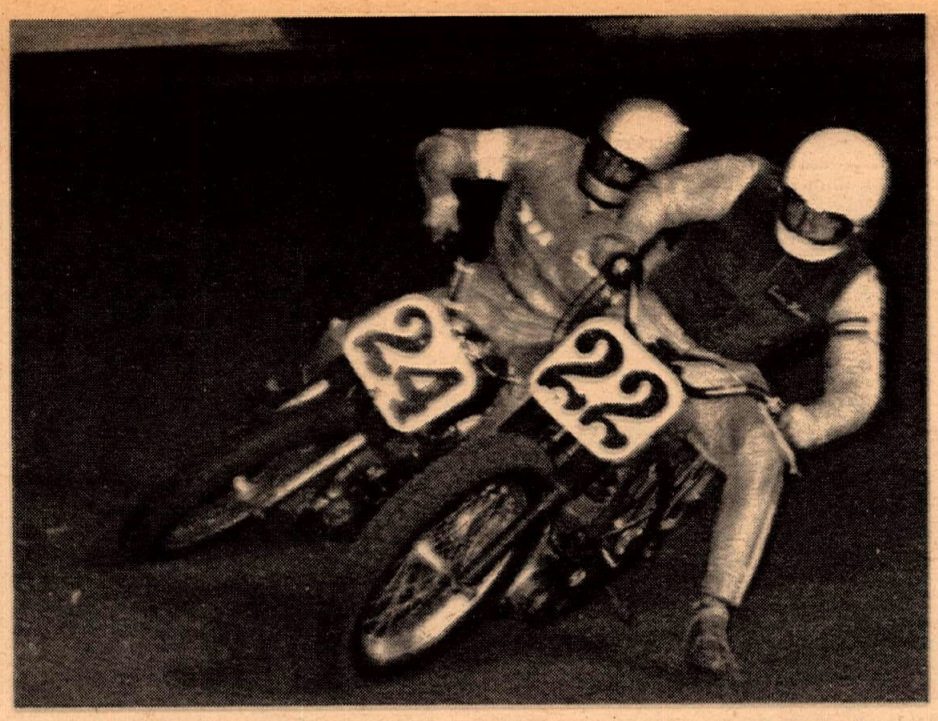
...That 14-year-old Danny Atkins of Oregon won his 100th racing trophy in the first race of the season. He started riding at 9, racing at 10 years of age.

* * * * * * * * * * * * * * * * * * * *

...That's all the rumors we heard this week?

ASCOT



HAABY BESTS JONES & LACHER

It was a cold night at Ascot last Friday but the racing was red hot and still some more.

Experts Dan Haaby, Chuck Jones and Mel Lacher kept the fans jumping and warm the entire evening with a promise of better things to come in the every Friday night events.

Lacher won his heat race for the seventh time in eight weeks and was by far the fastest five lap rider of the night. Haaby stayed undefeated in his heat and posted his eight straight win without a loss.

The fast improving Jim Nicholson upset Chuck Jones to take the third heat race but Jones was still looking better than ever.

Ascot's new "Big Three" then squared off in the Trophy Dash and it was Jones in front for the third week.

Lead Changes 10x

The heats and dash gave little indication of things to come in the Main Event. Before it was over the lead was to change no less than TEN TIMES before Dan Haaby was to capture his fourth feature of the season.

Jones led the first lap. Lacher was the leader at the end of two. Jones was inches in front of Lacher at the end of three and inches ahead of Haaby as the riders completed the fourth lap.

Haaby then took over to barely lead across the line over Jones on laps five and six. Back came Jones to lead over Haaby on seven and eight. Haaby was in front by a tire tread over Chuck at the end of nine.

Jones took the lead away from Haaby for the last time and led across the line on lap ten. Then Dan spurted to the front and started to edge away and onto victory. Lacher was right on top of the front running two until the final five laps before he dropped back and settled for third place.

Nicholson continued to surprise everyone and finished in a come-from-behind fourth. Pete Bodette had fifth spot all locked up until he fell off, coming out of the last turn on the last lap.

Jimmy Odom finally got to the starting line in the Amateur Main and scored his third straight win. He again was a runaway heat race winner with the fastest heat in the yellow plate class.

Phil Todd jumped ahead of Odom in the Final and led for the first four laps before the Northern flash honked it on to remain undefeated so far this season.

H-D VIP Smiles

Harley-Davidson VIP, Walter Davidson, was in the press box to see Dave Smith score for Milwaukee in the Novice Final.

And score he did from start to finish over his main competitor, Rick Ellisarraras. Rick upset Dave only once during the evening. Rick and his Suzuki won their heat race with a faster five laps than that of Smith and his Sprint.

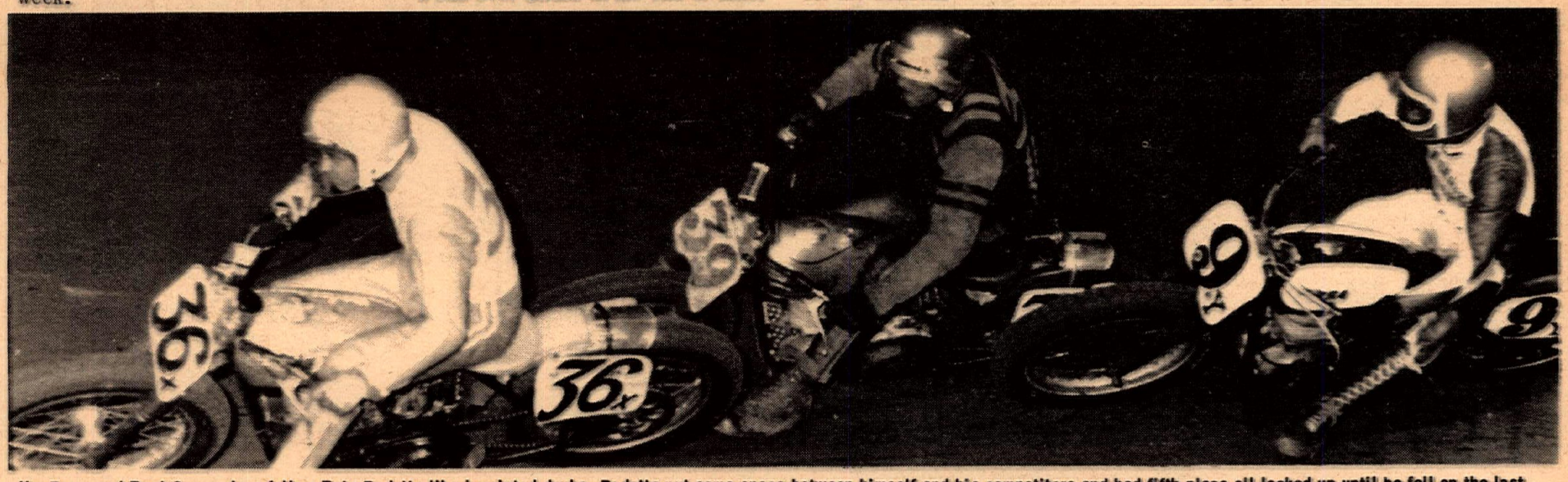
Smith gunned and gunned hard in the Final to win for the fourth time in eight tries this year. Rick was second all the way but could not close the gap. Alex Chinowski came from the back row to run third in the final, his best effort this season.

Walter returned to Milwaukee with a smile on his face—it looks as though the novice class is secure for the season.

(Results on page 16)

Photos by Dennis Greene

Looks like the same picture of Chuck Jones that appeared in CYCLE NEWS last week--only the trophy girl has changed.



Jim Berry and Paul Conserriere follow Pete Bodette like imprinted ducks. Bodette put some space between himself and his competitors and had fifth place all locked up until he fell on the last turn of the last lap.

KEEN CLEANS UP AT RIDGETOP

by Russ Whittinghill

At Ridgetop, Tennessee's June 3 short track, a series of misfortunes were endured. Two inches of rain — and then a transformer burned out; meaning no lights!

All of this was overcome by Neil Keen, Azusa, California (Bultaco) who time trialed at 17.17 half a second on the second fastest. Keen bombed along all night, making it appear easy with verve, style, and horsepower and FOUR FIRSTS.

TROPHY DASH

Neil Keen, Azusa, Calif.	Bul
H. Foster, Sheffield, Ala.	H-D
Jim McMurren, Nester, Cal.	H-D
Ron Melton, Avondale, Ga.	H-D

CONSOLATION

Don Beasley, Evansvle, Ind.	Duc
Jack Daggit, St. Joe, Mo.	Par
H. Heitzman, Evansvlle, Ind.	H-D
Q. Dennis, Nashvlle, Tenn.	Hon

FINAL

Neil Keen, Azusa, Calif.	Bul
Jim McMurren, Nester, Calif.	H-D
Walt Fulton III, Orange, Calif	H-D
Ron Melton, Avondale, Ga.	H-D

BULTACO WINS

ISLE OF MAN T.T. PRODUCTION RACE

GREAT BRITAIN JUNE 10, 1967

250cc CLASS

		MPH AVERAGE
1st PLACE,	W. SMITH, BULTACO METRALLA MK-2,	88.63
2nd PLACE,	T. ROBB, BULTACO METRALLA MK-2,	88.62
3rd PLACE	B. SMITH, SUZUKI	86.29
4th PLACE	F. WHITEWAY, SUZUKI	85.82
5th PLACE	K. CARRUTHERS, SUZUKI	85.03
6th PLACE,	K. CASS, BULTACO METRALLA MK-2,	82.22
7th PLACE	D. SIMMONS, KAWASAKI	81.13

BULTACO CEMOTO

BULTACO WINS

PACIFIC SOUTHWEST CHAMPIONSHIP HARE SCRAMBLES JUNE 18,1967

250cc EXPERT

1st pl. Howard Jackson-Bultaco PurSang

2nd pl. Charlie Gates -Bultaco PurSang

250cc AMATEUR

1st pl. George Walker-Bultaco PurSang

2nd pl. Peter Slavik-Bultaco PurSang

For your nearest Built to go Dlr. TR.7-2400 or PO.9-0441

LACONIA RACE FLASH

Road racer supreme, Gary Nixon, captured his second straight AMA National road race of the year last Sunday afternoon at Laconia.

The flashy redhead from Baltimore took the same Triumph which won him the Daytona 200 last March and rode to victory.

It was his 8th National win and it also gave him another giant step toward his first overall Grand National point title.

The race was run against the wishes of the riders due to heavy rain the entire two days of the national meeting.

Nixon and Dick Hammer battled right together until the late laps when Hammer fell off. Dick remounted, just like he did at Daytona, and finished third.

Chris Draayer, who started the season with nothing but bad luck luck, came up after Hammer's spill to take over and finish in second. Mert Lawwill, the number two rider in the national point standings, placed fourth behind Hammer.

The Amateur race saw heartbreak for Californian Walt Fulton Jr. Walt had the lead on the race slick course until the final lap when he fell off. Like Hammer, Walt got back up to finish second.

The 250cc combined Amateur/Expert race on Saturday was stopped near the halfway point due to rain that would not let the officials or or the riders proceed.

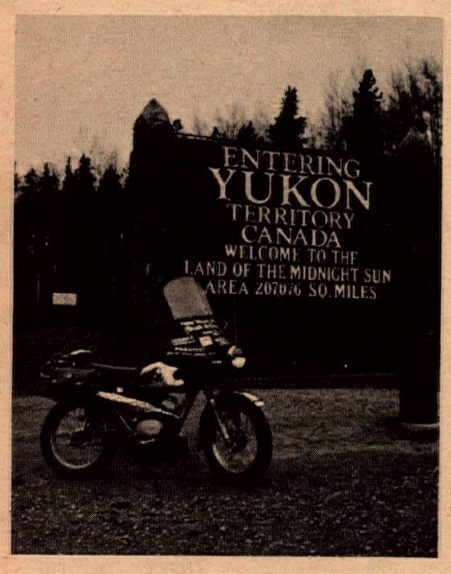
Maryland's Don Twigg, aboard a YDS-5 Yamaha scored the win in the shortened event with Canadian Ace, Yvon Duhamel, also on a Yamaha taking second.

Carl Rayborn took third place for H-D with Ralph White on a new Kawasaki running in for fourth.

In this event Hammer and his team Suzuki was way out in front and by far the fastest rider on the course when engine troubles knocked him out of the race.

CYCLE NEWS will have the complete results on the 100 mile National and the 250 race in next week's issue.

WHEELIE ALL THE WAY TO ALASKA



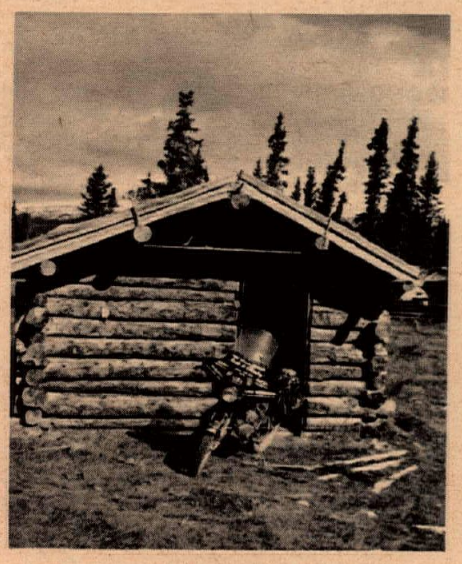
Little bike looks eager for more road as the Yukon border balls beneath its wheels.

Frank (Wheelie) Wheeler recently set out on a trip that many men have dreamed about, but riding a motorcycle that most of us wouldn't consider a "touring machine."

Wheelie, the hero of this travel story, insists that equal glory goes to the little red Hodaka that has carried him from Athena, Oregon to Anchorage, Alaska. Through fair weather and foul, rough roads, smooth roads and no roads the standard little 90cc did its duty without fail, as a good cycle should. Wheeler is no easy load to carry all these thousands of miles, either. He weighs in at around 200 lbs, stands over 6' tall with his knees bent and he has a reputation for demanding the same sleepless endurance of his machines that he himself delivers.

Seeing another chance to test their durable, endearable little Hodaka in the north woods, the Pabatco importers agreed to set up a touring Ace 90, replete with all the latest Pabatco accessories, and an Avon fairing (which they also import).

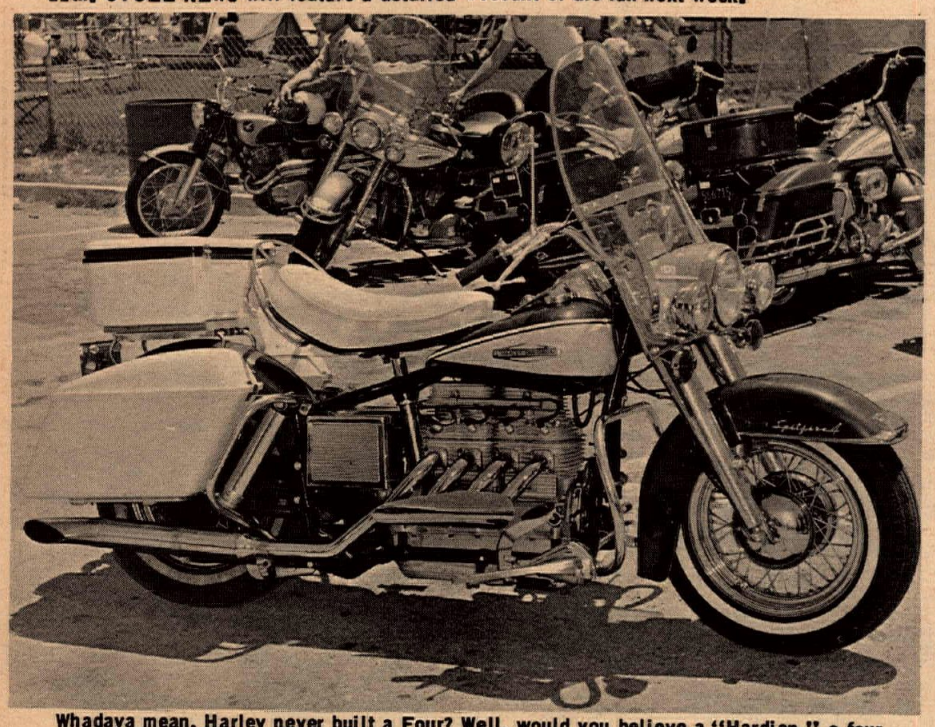
Wheelie outfitted himself with a "Snow-Doo outfit," a waterproof yellow oversuit. He took along a camera and snapped the accompanying pictures on the way.



Yukon trapper's shack afforded snug lodging.

(To be continued)

The nationally acclaimed Victor McLaglen Motor Corps was one of the featured attractions of the 12th Annual Ace of Clubs High Sierra Tour over the weekend of June 10th & 11th. CYCLE NEWS will feature a detailed account of the run next week.



Whadaya mean, Harley never built a Four? Well, would you believe a "Hardian," a four cylinder Indian engine in a H-D 74? This was one of the outstanding entries in the High Sierra concours d'elegance.

ROAD RIDER RUNDOWN

by Robert O. Fee

Mel Heininger, Executive Coordinator of the City of Hope was presented a check for $3,619.62 by RRC Chairman Bob Adsit at the monthly meeting of the Southern California Road Riders Committee, Monday, June 5th.

This amount was the net proceeds of the City of Hope Spring Tour and subsequent personal donations.

Smashing Success

Heininger, speaking to the committee, called this Spring Tour "the most successful so far, in terms of good publicity for the sport of motorcycling." He cited a handful of press clippings calling particular attention a five column spread that appeared in several local papers and the fact that the Los Angeles Times not only carried the story for the first time but also included a photograph.

Chairman Adsit, Sherman Ames, J.M. Jones and Bill Miller were singled out by Heininger for high praise for their coordination of the Spring Tour.

Rules Controversy

The absence of the secretary who had the only copy of the May meeting's minutes and a point of order by the Golden State Motorcycle Club brought a spirited discussion on the Supplemental Rules question to an abrupt and screeching halt. Howard Borden pointed out that as the minutes of the previous meeting had not been approved, no business therein could be acted upon. Chairman Adsit immediately took up new business.

The body seemed equally divided on whether to keep or abolish the rules. Many of those wanting to dispense with them actually desire to do away with the dress competition which caused the need for the rules and is considered by many clubs to be a nuisance.

The recommendation of the E-Board was to retain the rules and create a rules committee to amend and refine the present rules to better serve the sport and the RRC. Chairman Adsit reported the E-Board's decision to be unanimous, but the referee, who had not attended that meeting filed his "minority report" calling for abolishment of the rules and a return to the good old days.

During the discussion, Harrison of the CBM reminded the clubs that the Supplemental Rules were developed not for the sponsoring club's convenience, but in the interests of justice and fair play for the outriders and participants of the rallies and tours that RRC clubs promote.

REMEMBER, all road riders have an opportunity to express their views on the Supplemental Rules by sending their **postcards** to CYCLE NEWS with their vote **"Keep the Rules"** or **"Abolish the Rules."**

New Officer

Howard Borden of the Golden State Motorcycle Club was elected to the post of Sargeant at Arms, vacated by the resignation of Darrol Steen. A moment of humor developed during the balloting. The representative of the Knight's M.C. asked why a secret ballot was necessary. After informing him that the constitution specified it, Chairman Adsit then asked if he wanted to abolish the constitution too.

Pine Cone '67

Howard Eble of the Highway Kings M.C. was introduced by the chair as the coordinator of the Pine Cone '67 Tour, to be held at Carson City over the Labor Day weekend. Eble reported on his recent trip to that city and his negotiations with the City Fathers. The assembly established a $3 advance and $4 post entry fee for the event and chose roast beef as the entree for the dinner.

The Nuggets M.C. announced their resignation from the RRC, citing RRC business was consuming too much of their meeting time and insufficient recognition for the amount of work their club did on the Spring Tour. The resignation was accepted by the assembly.

Johnny Vines of the Rebel Rousers M.C. announced that his club had achieved their long sought goal of a club house. Located at 8517 Garvey Avenue in El Monte, it is open 6 p.m. to midnight during the week and 10 till 2 a.m. weekends. All forms of liquid refreshment are available as well as several games for the rider's enjoyment. All AMA clubs and riders are invited to drop in and visit the new facility.

GEORGE E. HALL CORDIALLY INVITES YOU TO ATTEND... OPEN HOUSE
SATURDAY June 23 & 24, 1967
9 a.m. to 6 p.m.
ENJOY... REFRESHMENTS
CONTINUOUS ACTION MOVIES
TRIUMPH'S STREAMLINER
MONTESA'S NEW 250 TRIALS
LOUIE BONESIO'S STREAMLINER
265 NORTH MONTEREY STREET GILROY

FREMONT SCRAMBLES

Story & Photos by Doug Richmond

Last year the scrambles track at Fremont, California was the typical California course – flat, itty-bitty jump, a good long straight culminating in a sweeper that – deceptively – got sharper and sharper.

It was a fast track and popular, with two hundred or just a little more being about par for a Sportsman turnout here.

Valve Floater Added

This year the track has been improved with the addition of a second sweeper, this one very steeply banked indeed, and several hundred feet added to the lap. It is a very fast track now, and gives the brute-force boys a couple of opportunities to float their valves instead of the usual one.

Most classes had thirty entries. The 250 Experts and 650 Experts who had been enjoying "all transfer to the Main" conditions suddenly found themselves in the unfamiliar position of having to run heats for blood, just like everyone else. And riders who hadn't missed a Main go in a coon's age found themselves spectating when the white flag dropped for their event.

Although the plethora of riders meant the competition was severe, to put it mildly, there were no serious injuries. Most spills were the low-slide slide-out variety that cause a loss of ego and a little wear on the leathers.

Nor-Cal Hotshoes Hot

The racing was hotted up by the presence of four of Northern California's top hotshoes – Jim Odom, Mark Brelsford, Ken Dalla and Roger Goldthwaite.

The announcer entertained the crowd with an accounting of Jim Odom's achievements hither and yon, in road racing, scrambles, etc., but either because the motors made so much noise that his competitors couldn't hear the eulogy, or simply going on the theory that no man is a prophet in his own bailiwick, Jim wound up with nothing but experience for his day's racing.

Ken Dalla, running the hottest of Howlin' Hot 350 Hondas won 500cc Expert. Jim unloaded in the center of the new sweeper in a fantastic cloud of dust and by the time he got up and turned around it was too late for anything but a Sunday afternoon pleasure ride. But he wasn't leading when he got off.....

According to the Script...

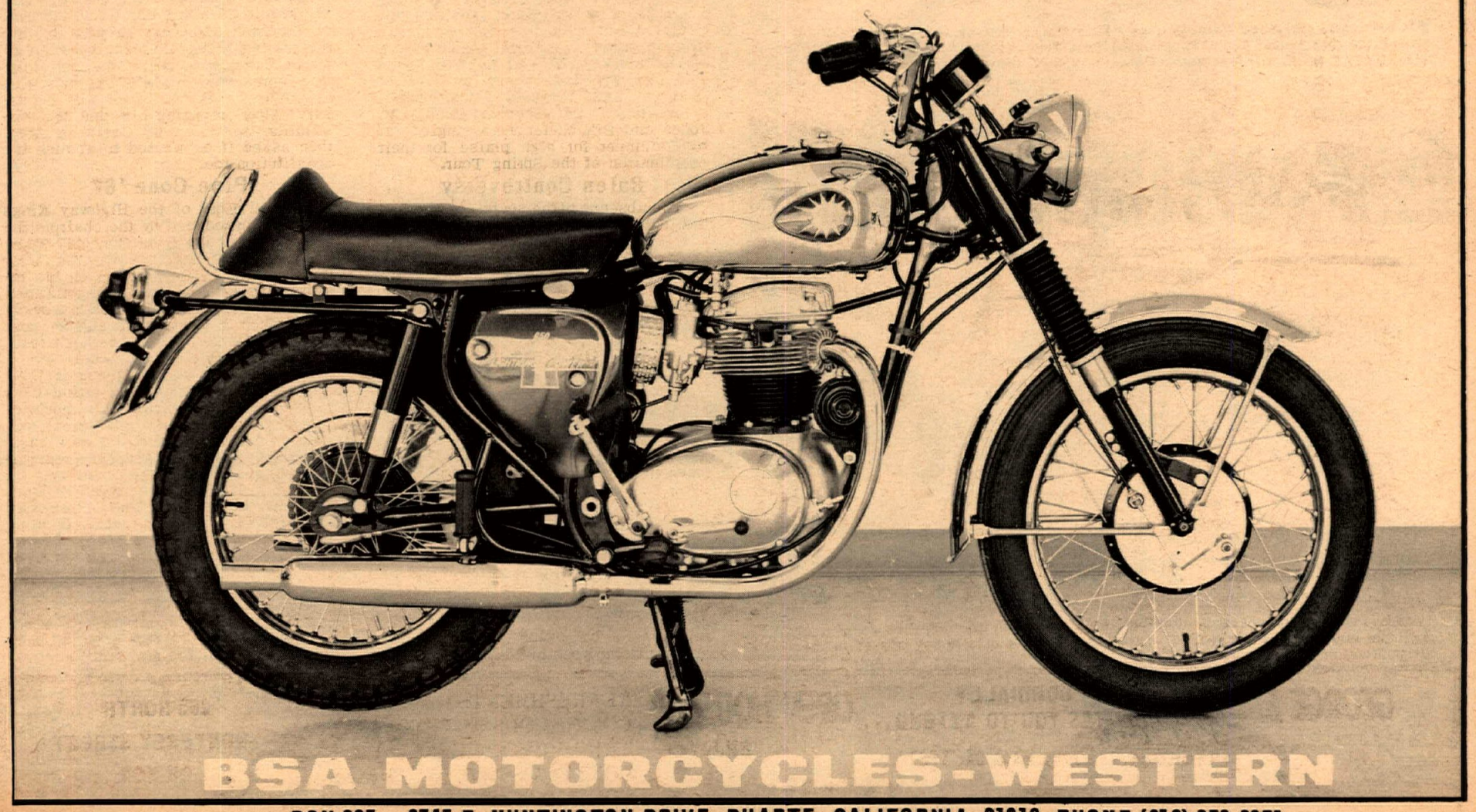
The 250 Expert Main was some more of the same. Jim got a bum start and in that company a bad start was impossible to overcome. Mark Brelsford held the lead for just the number of laps it took Roger Goldthwaite to work his way up from about midships of the pack. Roger won and Mark took a hard-earned second.

(We have some peculiar announcers up here – a couple weeks ago at Hayward the announcer was apparently reading from a previously prepared script, because he kept explaining to the crowd just how fast Jim is – and Jim *is* fast! – right up to the minute Mark won the race. So help me, I think that announcer was the only living soul at the track, including the gals serving chili at the lunch counter, who didn't realize Jim simply wasn't catching Mark.)

Fremont track was too smooth for Don Brumbelow, who claims that his Triumph won't run properly unless its covered with mud. Win or lose, his cigar always stays lit.

RIDE BSA LIGHTNING

It will turn you on!



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ALEXANDER ADDS CARLSBAD

The parade of different winners continued once again at the monthly Carlsbad roadrace outing for sportsman and professional riders.

Dale Alexander finally got everything working the way he wanted it on his H-D Sportster and came up with the Main Event win in the open class.

Bruce Holland took the 500cc class big bike honors for the first time. He had his problems in the heat and Semi but came back strong to run right behind Alexander in the Main Event.

Prof On Swift Wheels

College professor, Byron Black, pushed a new Kawasaki 350 in for the win in the twenty-one inch class. It was the first showing for this size of Kawasaki and Black made it a good one.

The popular 250cc Grand Prix class saw Paul Wilde on a new YDS-5 Yamaha getting defeated in the heat race but then coming back to upset heat race winners Dave Smith and Lenny Earl in the Final.

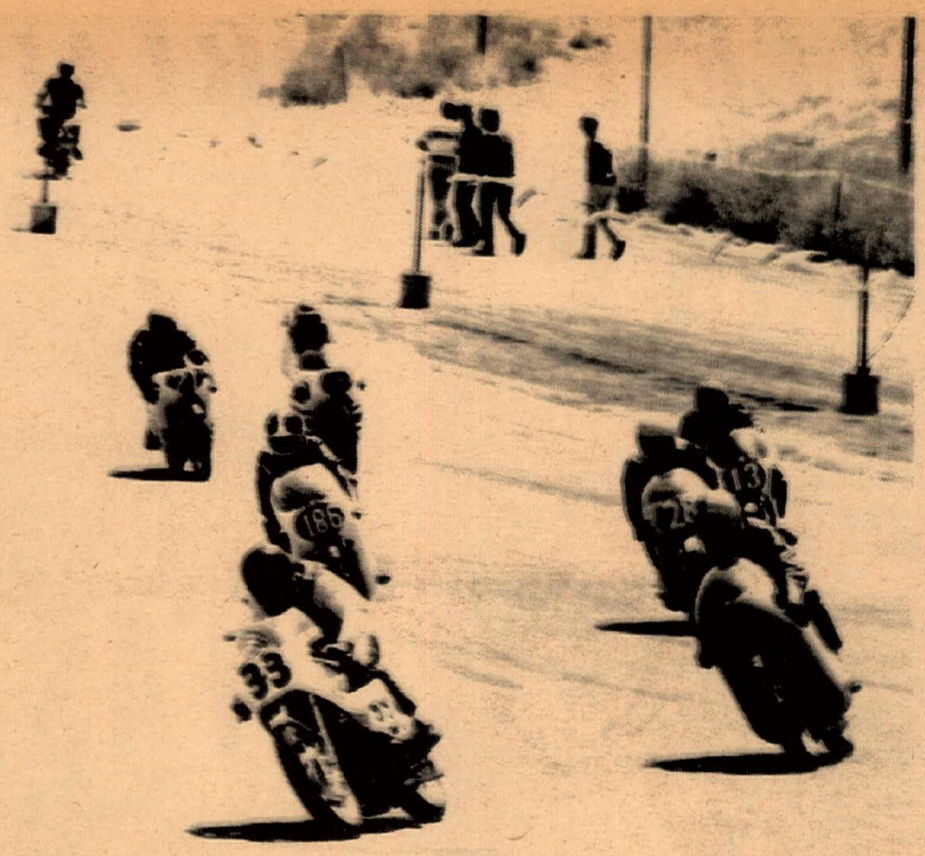
Smith clocked the fastest heat race win, turning back Kawasaki-mounted Johnny Apple and Wilde. Earl and his H-D Sprint bested Greeves-mounted Greg Smith and Suzuki-mounted Tony Nicosia to win his heat race.

Wilde then got things going right and won the Semi over Kawasaki racer, Steve Pederson and Apple.

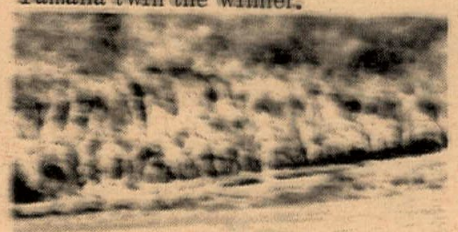
250cc Main

Wilde jumped out in front from the start and was chased hard and close by Smith for all but the final two laps. It was his first win over Smith and his first major road racing victory.

A four way scrap came in the 160-200cc final between Larry Pruett, Marty Endless, Dave Damron and Dan Guinn. The four rode the final running inches apart from start to finish with Pruett, on a new 180cc Yamaha twin the winner.



John Apple leads Paul Wilde (3), Dave Smith (186) and Steve Pederson in the 250 GP race.



Photos by John Shedd

Lightweight production riders thrash their mounts through the esses.

Francis Wurz and Belford Welsh, both on BSA's, negotiate a tight right hander.

In the heat race, Damron, Guinne and Endless caught and passed Pruett on the last lap to dump the dirt tracker back to fourth but it was a different story in the Final.

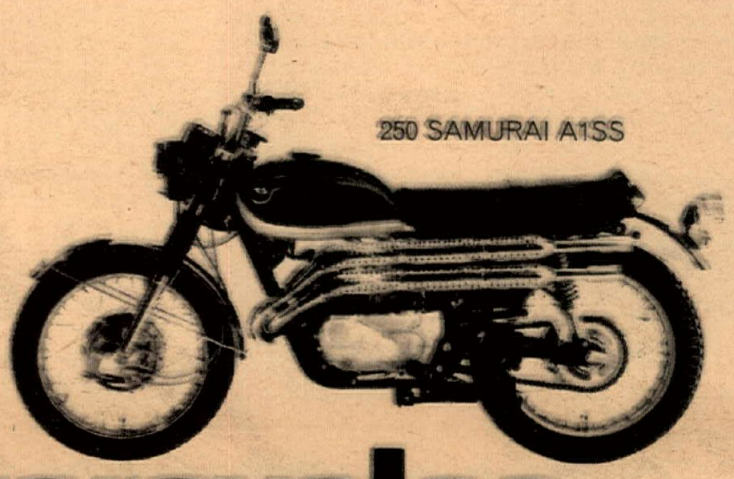
Ron Pierce zipped in on a very fast Hodaka 90 to capture 100cc class honors with Tony Nicosia the first rider in on a Honda in the 50cc class.

Dave Damron was again the big gun in the production street machine class for the lightweights. Dave held off Dave Allee in the heat and final to again take top honors. Roger Baeder scored his second win of the year in the 100cc street class.

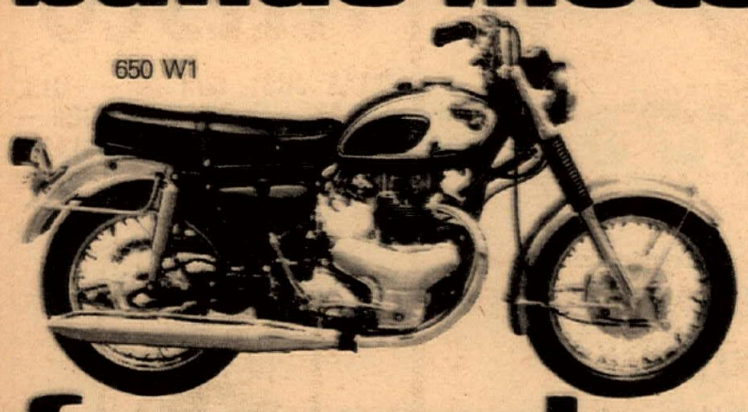
(Results on page 16)

Kawasaki

The only line of motorcycles in the world made by an aircraft manufacturer...and it shows in the precision engineering detail.



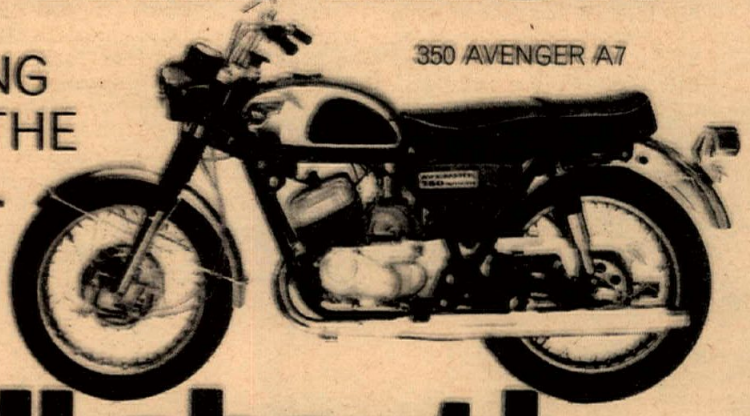
builds motorcycles



2 & 4 strokes—85cc to 650cc—street, trail, racers and scramblers—all offer cycle performance that surpasses competition in their class.

for people who know

WHETHER YOU'RE SELLING OR RIDING...GET WITH THE GOINGEST WHEELS EVER. GET WITH KAWASAKI.



what it's all about!

Kawasaki Motorcycles

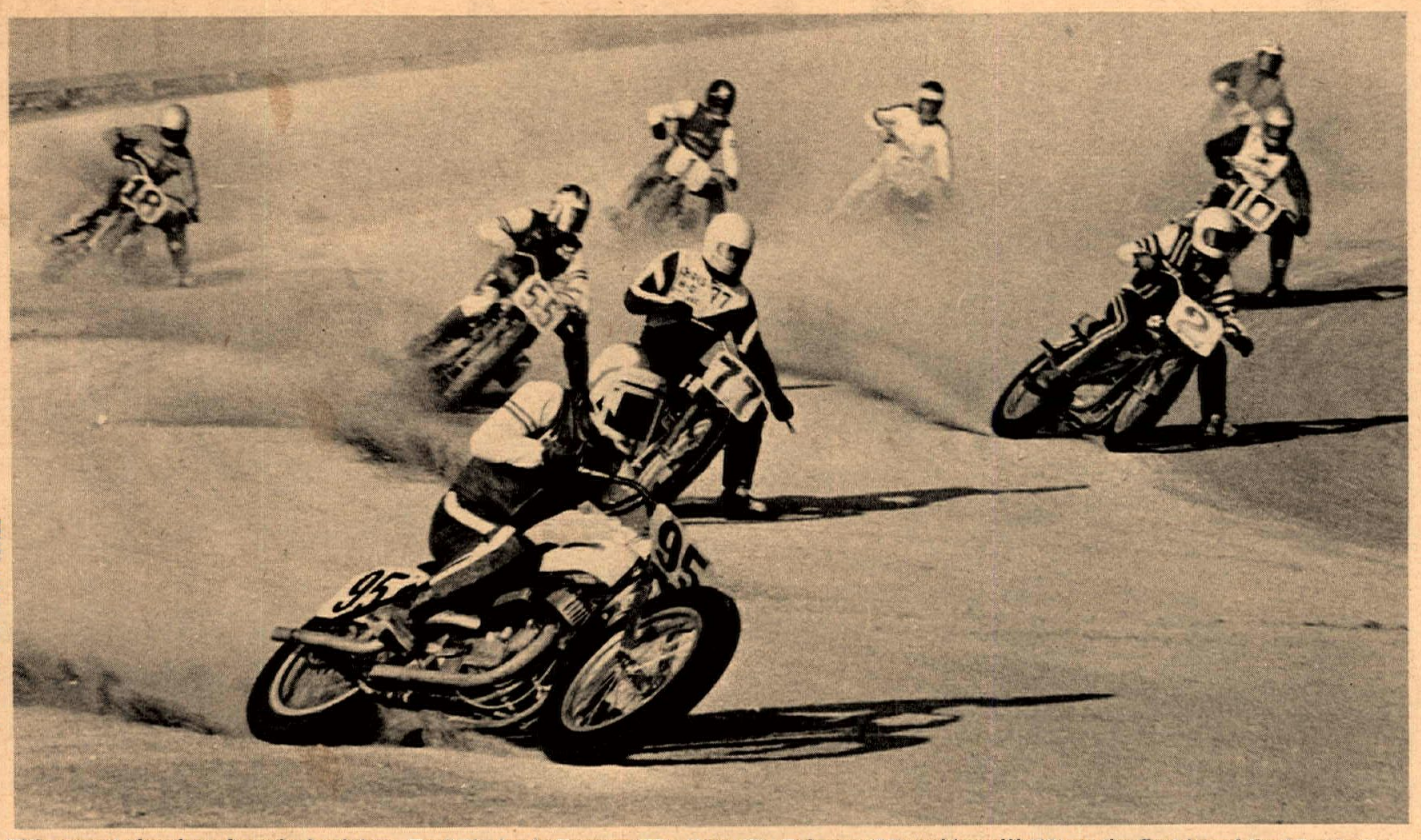
KAWASAKI COMES ON

NEW AHRA WORLD'S RECORD! CGOB Class ¼ Mi 250cc Kawasaki — Dean Garrison May 21, 1967 Detroit Dragway — 12.20 ET 114.00 MPH.

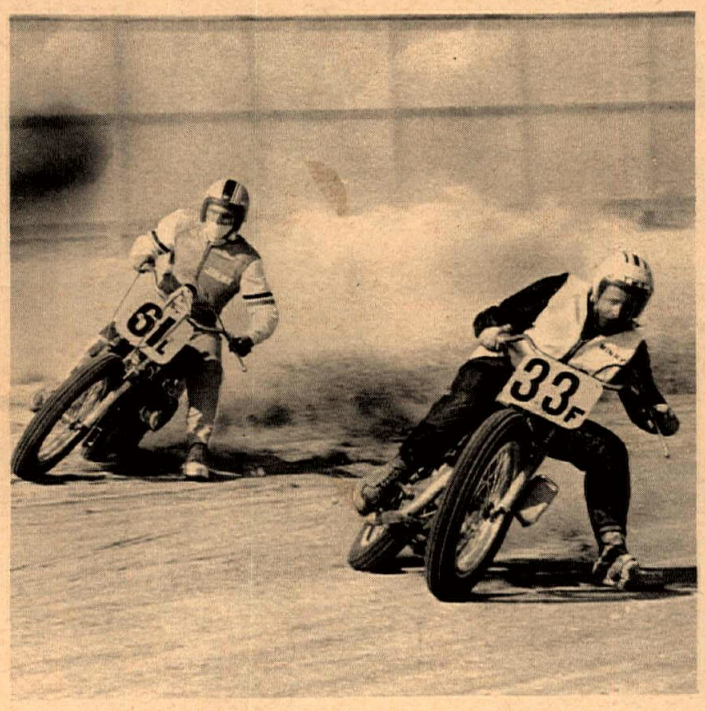
Precision engineered and manufactured by Kawasaki Aircraft Co., Ltd., Japan - Full line covered by unsurpassed 12 mo., 12,000 mile written warranty.
Write: American Kawasaki Motorcycle, P.O. Box 2066N2, Gardena, Calif. 90247

LOUISVILLE PICTORIAL

Photos by Ben Hall



With a great churning of crushed calcium, Fred Nix leads Draayer (77), Mann (2), Reimann (55) and Lawwill (18) on the first lap of the 15-mile National. Bart Markel (1), the winner is in back, center and almost obscured by dust.



Jimmy Maness powers around the outside of H-D teammate Michael Ninci for a 3rd in the Amateur show.

Markel the Marvel picked the June 11 Louisville National to show the rest of the competitors that he is still Numero Uno.

GREEVES STAR, ARTHUR BROWNING BAFFLES YANKS AT PEPPERELL

by Jack Mercer

Pepperell, Mass., June 4: Thanks to Bob Hicks of "Cycle Sport," and some of his gung-ho scrambles colleagues in New England we got a taste of moto-cross racing at Pepperell. Bob and his buddies managed somehow to pay the transportation of British motocross champ, Arthur Browning, ex-champ of Spain, Oriol Bulto, and a couple of hot Canadian rough-riding aces. The result was the International Moto-cross. It was well-attended by northeastern standards, despite all kinds of local competition like a hillclimb, a motorcycle blessing, etc.

Almost all the heats and finals were exciting, but the big thrill of the day was the unorthodox—and winning—style of English rider Arthur Browning on one of two very special —and very hot—Greeves 360 models —new one-lungers called "Challengers." They are just that too, and Arthur blew off everything that raced against him—good CZs (one ridden by Dickie Mann on a friendly loan basis) and some fairly-good Bultaco 250s. Browning spent about ¾s of his riding time on the pegs, and his control is remarkable, especially on the grassy sections of the special motocross layout dreamt up by Bob Hicks & Company.

MIKE EQUALS STANLEY'S TEN TT's

Mike Hailwood equalled Stanley wood's famous record of ten TT wins when he shattered lap and race records to win Monday's 250 TT. His average speed was 103.07 mph and his fastest lap 104.50 mph.

And it was the great Stanley Woods, spritely as ever, who was the first to congratulate Hailwood as he finished.

He said: "There's no doubt, he is fantastic."

Also there to congratulate Mike was his father Stan Hailwood and his great rival, Italian 500cc world champion Giacomo Argostini.

Hailwood, whose Honda-six handled badly throughout the entire race, won by 1m. 18s. from his world championship rival Phil Read (Yamaha).

Now Hailwood, Read, Bill Ivy and Ralph Bryans have each won one race in this year's championship series.

Bryans finished third on the second six cylinder Honda but Ivy (Yamaha) retired when lying third on the fifth lap.

It was a hard race with many retirements. Both the works MZs retired, the Yamaha of Akiyasu Motohashi broke down, and John Cooper looked all set for fifth place when his Kawasaki seized on the mountain on the last lap. He pushed the last few miles to the finish.

(Courtesy Motor Cycle News)

NEWHOME FOR DES MOINES NATIONAL

Due to problems and the uncertainty of the future of Greenwood Raceway at Des Moines, the 110-Mile National Championship race scheduled for Saturday and Sunday, August 5th and 6th, will be moved to Indianapolis Raceway Park (8 miles from Indianapolis), near Clermont, Indiana.

The excellent facility will enable promoters to run not only the 110-Mile National, but the 250cc combined Expert-Novice on Sunday.

The Saturday program will feature Midwest championship drag races, and the Amateur event.

Full details and entry blanks will be finalized July 1st.

AFM HOLDS 9th ROUND AT WHITEMAN

The Los Angeles Chapter of the AFM will host the ninth round of the AFM-Western U.S. Road Racing Championships at Whiteman Stadium, Pacoima, Calif. this Sunday.

This race is also billed as a tune-up for the Second Annual "King of Whiteman Championship" to be held on July 23rd. The defending "King of Whiteman", Ron Pierce of Bakersfield, is expected to attempt to continue his win streak in the 250cc GP class.

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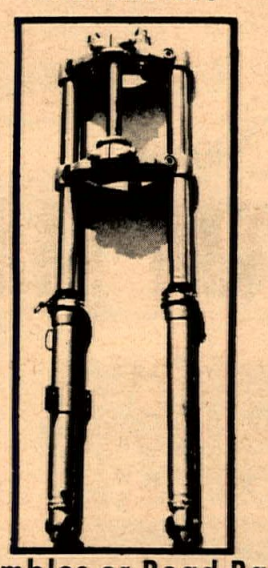

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TEEN-AGERS LEAD SIDEHACK ASSOCIATION CHAMPIONSHIP HARE SCRAMBLES

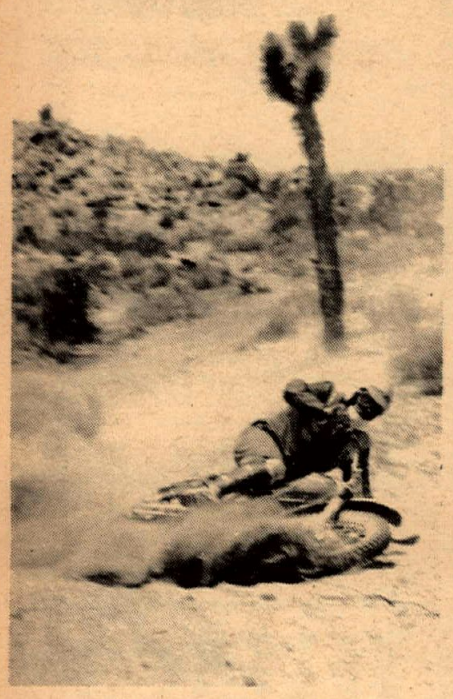
Photos and Story by Dick Wright

It was a good Le Mans start, with Lon Petersonk Open Expert on a Rickman Triumph leading the pack to the smoke bomb, with Howard Beach, on a Triumph second, and Larry Bergquist, on a BSA Victor, in third. When they came through the pits after the first 24-mile loop of the four-loop race, it was Peterson and Beach neck-and-neck; these two teen-agers were really getting with it. Steve Hurd and Bobby Ferro had moved to third and fourth spots, respectively.

The Sidehack Association hosted the Championship Hare Scrambles in the desert near Adelanto last Sunday. The sun came out strong, and the riders were in for a real hot day of racing. The course was mostly deep and choppy sand, which added to the test of man and machine.

The heat started to take its toll at this point, and a lot of riders were dropping out from heat prostration. The second time through the pits it was Peterson again, with Ferro now second, and Howard Jackson, on a 250 Bultaco, running third.

Rider gets checked off as two big singles prepare to blast out into the boondocks.



Cactus is silent witness to a gigantic slide-out.

COPTER CRASHES

The third loop held a lot in store, and led off with the helicopter, which had been taking pictures, hitting a telephone wire and going down, although no one was injured. Peterson then pulled up with a broken chain, and Ferro came in because of the heat.

Lightweight riders gobble up the desert sand en route to checkpoint.

At this time, Bob Ewing took over the lead, with Gary Preston, Open Expert, in second, and Bill Hutton, on a 360 Husky, was third. It was on this lap that J.N. Roberts, who ran 18th on the first loop, started to make his move, and was now running sixth.

The last lap brought Ewing in from the heat, and Roberts pulled out all stops to come in for the win, with Gary Preston second and Jack Byers in third spot. Howard Jackson was the first 250 in and took fourth overall. Bruce Lewellyn, on a Triumph, was the first Open Amateur, and Mase Ryan, also on a Triumph, was the first Open Novice.

After it was all over, we discussed the race with J.N. Roberts, who told us, "This was the hardest race I have ever been in. The heat was really getting to me!" Roberts' Husky is tuned by Tracy's of Burbank, and the engine is stock. He is just a good rider who can turn a bike up to its top speed and keep it there.

Roberts is now the number one rider in the desert by quite a margin, winning seven consecutive Hare & Hounds and Hare Scrambles, and two of the last four European Scrambles, a record which has never been accomplished before.

Open Expert, Dick Dean, bombs over a sandhill.

HODAKA WINS

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Sam Dempsey experiences rough going in the combined Open and Lightweight class. Only few finished the Sidehack Assn. event; many suffered from the intense heat.

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TRAIL BIKES

The trail bikes went two laps on the same four-lap course used by the big bikes.

Jack Morgan, on a Hodaka, added another win to his long, long list, and Jack Froelich, also on a Hodaka, gave him a good chase and pulled in second.

A big surprise and looking real good was the third man in, #449 and a novice: Eric Jensen. The first Amateur in was John Maroney, Jr., taking eighth overall.

Honorable mention should go to Mary Ann Eyre, a Novice, who came in 35th, and was the only girl to finish; a job well done in the hot desert sun.

(Results on Page 16)

NEW INSURANCE PACKAGE FOR CYCLE RACERS

For the first time A.M.A. District 37 is being offered health *and* life insurance coverage on an individual rider basis. This new coverage will be extended to all Sportsman events.

The benefits included in this unique insurance opportunity will be $3,000 blanket medical insurance policy with $50 deductible, and a $5,000 accidental life insurance coverage. The cost to each rider is $1.50 per each race day.

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This program is offered by Jim Manning through Insurance Company of America (known as INA). Further information may be obtained by calling Manning at (213) 872-0088, or by writing to P.O. Box 622, South Pasadena.

PONDEROSA HOLIDAY

By Wes Anderson Sr.

Memorial Day at the Ponderosa was nice for desert racing. 100 Open class riders blasted off with the old veteran Bill Hutton taking the lead. Hutton made it two wins in a row on his Husky. Lon Peterson, Triumph mounted was never more than a few yards behind Hutton. J.N. Roberts, Husky, rode 1 lap without a seat and made third. Ron Fry was fourth and Chuck Koesis Jr. a close fifth on Huskys. 40 Open Class trophies were given.

Trail Bikes

66 trail bikes buzzed after the Open class. Ed Cannady led all the way, with Jack Froelich a close second. Wes Anderson Jr. was third. Big Gary Bailey was fourth and Rod Robbs a close fifth. All were Hodaka riders. 27 trail trophies were awarded.

Mary Brooks received a special trophy for first girl rider.

(Results on page 16)

YAMAHA WINS EVERYWHERE

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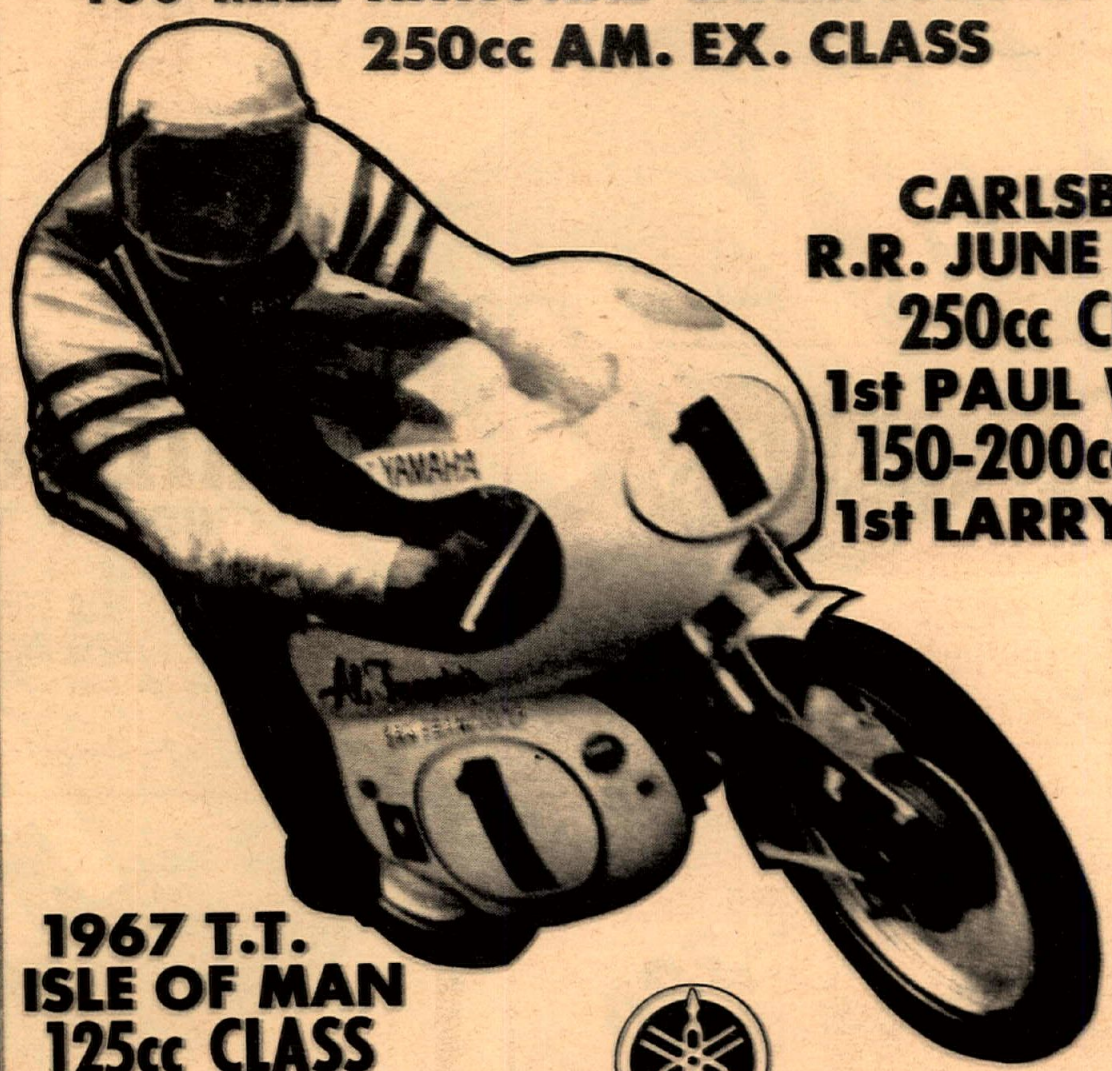

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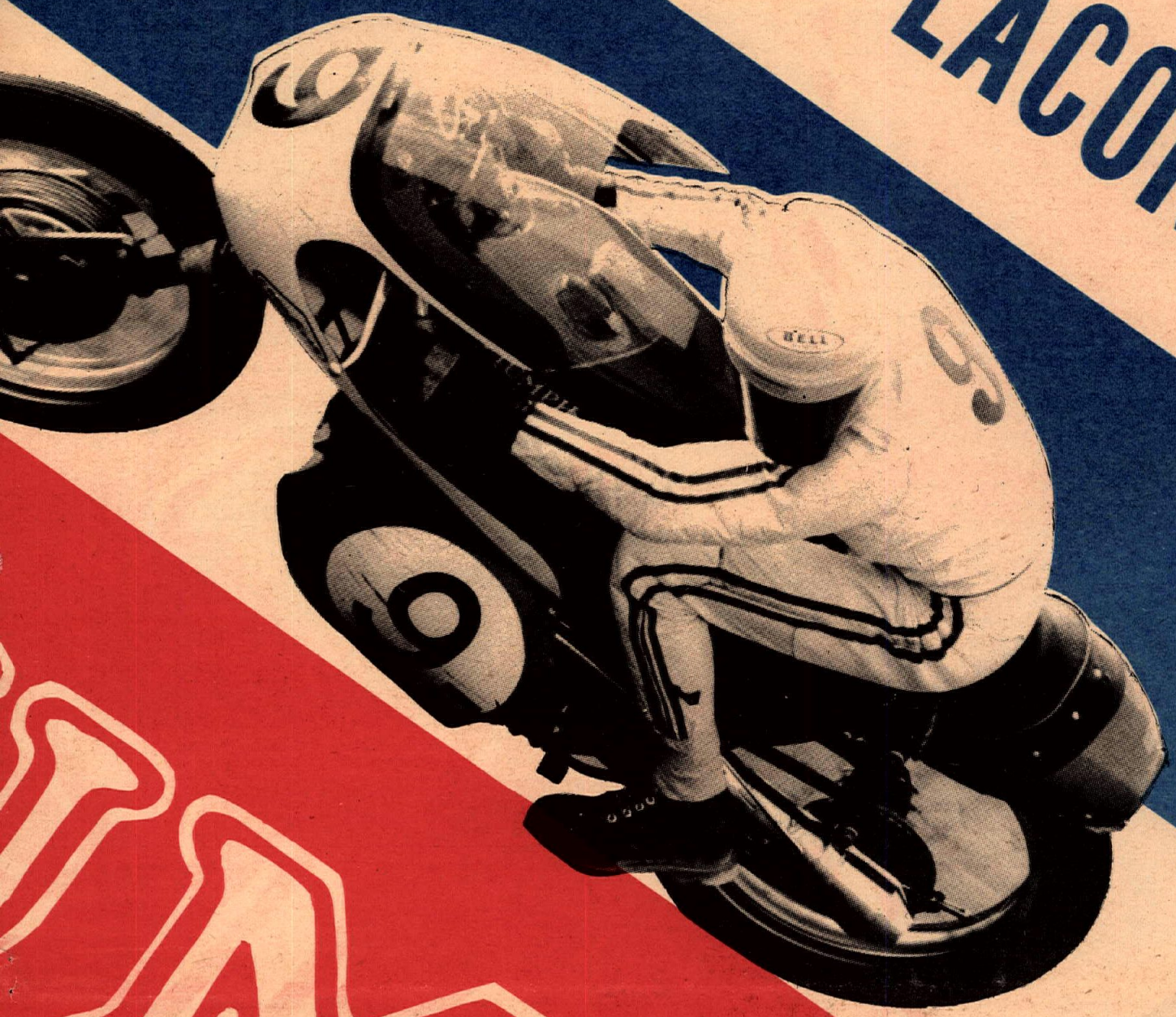

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SAN RAFAEL SCRAMBLES

Story and Photos by Susan Clark

The green hills of San Rafael played host to some 400 spectators and 196 riders June 11, for a scrambles sponsored by the San Rafael Motorcycle Club.

This was the initial scrambles presented by the San Rafael club, and with the welcome help of the experienced Richmond Ramblers the afternoon's events ran smoothly and efficiently. From the spectator's hillside vantage point the entire course could be viewed with the extra treat of having beautiful San Francisco bay and the east bay hills as a backdrop.

The course itself was run over unimproved terrain with many exciting switchbacks including a tight left at the top of a hill. The long straightaway had a unique "washboard effect" in places, making it a very interesting ride when the "big boys" tried to power past one another.

Swift Grandfather

By far the most interesting event of the day was the 650 Amateur-Expert class which was run as a motocross. Jerry Patterson "triumphed" his way to victory in the first two Motos with Nate Topolar in close pursuit. However, Jerry was in for a surprise in the third Moto when on the last corner of the final lap, Nate showed the youngster that a grandfather can still turn on and crossed the finish line a full bike length ahead of Jerry. This was good for a second place overall for Nate with Jerry taking a first place overall.

Novice Events

In the 100cc Novice event, Gary Greiner on his new super-swift Bultaco "Lobito," won his heat and the Main Event. Gary said later that his "Bul" was not running quite right, but Rich Owens and Bob Buchanan who were chasing him (second and third, respectively), agreed that they would hate to ride against him when it was!

The honors in the 200cc Novice Main were brought home by Bob Hoffman on a 160 Honda. Gene Curry was in close pursuit on his Triumph Cub, forcing Bob to keep it turned on all the way. This was Gene's second race and we should be seeing more of him in the winner's circle in the future.

After one restart in the 250cc Novice Main, Rich Dastchell, Bultaco-mounted, got out in front. Chris Willems on a CZ and Kelley Hudson on his Bul spent the next seven laps battling it out for second. Coming in to the checkered flag wheel to wheel, they brought the spectators to their feet with Chris edging Kelley out to take a very hard fought second place.

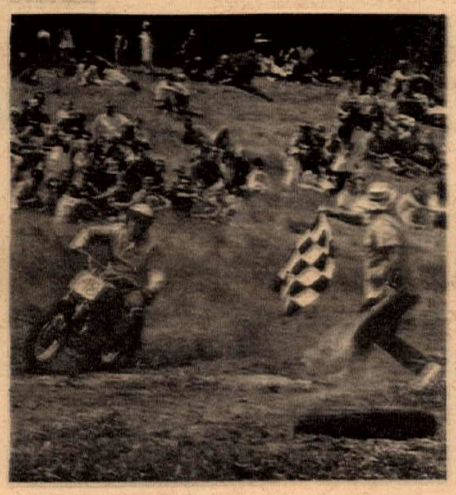
The 250cc Amateur-Expert class, which is always exciting, was made even more so when the only 100cc Amateur to show up for the day had to transfer up to the 250 class in order to ride. Roger was given a head start of about 100 feet, and when the starter dropped the flag, Roger on his 100cc Yamaha Twin was off. At the end of the first lap, he was still ahead and the young men on their 250's were in a virtual state of shock when on the end of the third lap they were still eating the little Twin's dust. The crowd, always liking an underdog, was cheering him on and in return Roger kept pouring it on. It was a superb display of sheer ability and skill but horsepower finally did him in on the straightaway and the 250's emerged victorious. Ross Russell took top honors with Bill Cruz copping second.

The 500cc Novice Event could have been renamed the BSA "Victor" Class with the first seven places going to the 441s. Ted Heater, Jack Hughes and Bill McClinton placed 1, 2, 3 respectively.

All in all, it was a pleasant and exciting afternoon, and we are sure that both riders and spectators are looking forward to the San Rafael Club's next scheduled event on July 23rd. (Results on page 16)

Jim Saitone widens the gap.

Chris Willems and Kelley Hudson battle for second place.



Bob Hoffman takes first in 200cc Novice Main.

500cc Novices mix it up in the first corner, with Ted Heater leading the way.

CYCLE LAND ROARS AGAIN

by Carolyn Richards

CHICO— There were some new faces and bikes in the winner's circle Saturday June 10, after the regular flat track race at Cycle Land Speedway on Highway 99E.

When the sun went down and the pit gate closed, there were 30 racers at the riders meeting — 15 of them on 100cc motorcycles. The stands, as usual, were packed for the popular weekly north valley event.

After two heats and one semi in the 100 class, nine of the 15 riders went to the Main.

Novice Tom Bruckenstein of Orland took first place on his Hodaka, which is owned and tuned by Powell's Hodaka in Chico. Oroville's Gene Frieze, Amateur, out for the first time on his new Kawasaki, came in second. It was the first time since flat track season opened in early May that Frieze had managed to make the main.

Crossing the line third was brand new Novice Jimmie Hubbard of Chico on a Yamaha. Out on the track for the first time, Jimmie was riding for his father who owns H and H Cycle Sales in Chico.

Harvey Crews of Salyer, Expert Bultaco rider, was fastest in the 200cc class. Crews managed to edge out last week's 200cc winner, Harold Toby, Amateur from Rio Lindo, on a Bultaco. Riding hard for a third place trophy was Mike Rockwell, Oroville Amateur, on a Honda 160.

Brass winners among the seven 250cc participants were Mike Corcoran, Ron Bolling and Bob Vaughan. Amateur Corcoran from North Highlands and Bolling, Expert from Willow Creek, ride Bultacos. Vaughan, Oroville's favorite Expert, races on a Honda, tuned by Honda of Oroville.

Taking home scratch race brass were Bruckenstein, 100cc class; Toby, a three-time scratcher in the 200 class, and Bolling, 205 class.

(Results on page 16)

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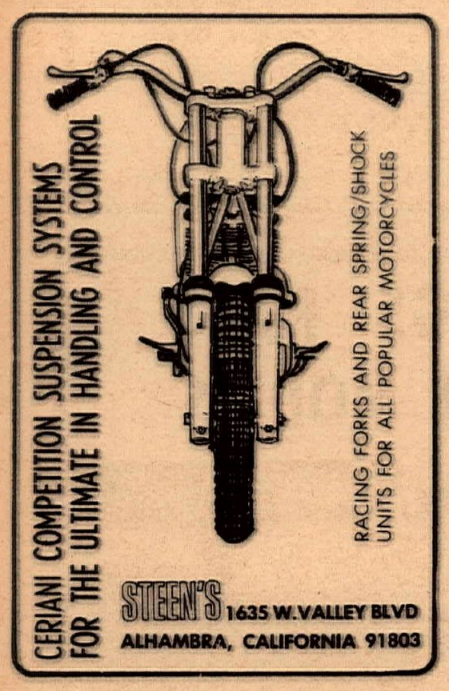
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DRAG RACING

By Bob Ebeling

Caramba!, Amigos! Some enterprising young men of the Tijuana Drag Racers Assn. stole an intersection stop light, purchased a $19.95 generator and obtained the use of a private air field at Tecate, Baja Calif., for the Tecate International Events!

Border Trouble

"Hombre, you have tools, no? You must be mechanico! Go to consolate and get work permit, you wetback gringo!"

"No man, I'm a racer, the tools are for to make cycle in truck go fast at Tecate Drag Strip."

"There is no such fast place here hombre!"

Finally after fifteen minutes of pidgin English banter, the Mexican border guard relented to our crossing and we entered the place where not the water, but Mexicans make Tecate beer the best.

South of the Border

Thirty yards into Baja, began to show all of the story book images of Mexico: Old and new adobe building structures with crumbling walls and boarded windows, a city square, with little 10 foot stalls that sold tacos, tortillas, etc., and occasional pedestrians that ignored the existence of Del Carros. Location of the Tecate drag strip is easy to find, just travel as far north, south, east and west as possible and with a little luck you can find the dirt road that leads to a private airfield about a mile above town. The clearest directions obtained from a citizen were, "It's on a hill senor!"

It sure the hell is! Tales of Pancho Via describe country like this. Thousands of huge boulders stand sentinel guard above, around, and almost on this strip of stolen asphalt from some rural, one lane country road.

As we drove in, our eyes penetrated the masses of sage that lay in dense clumps. Any moment the bandidos would jump out brandishing pistols and Bowie knives, but alas, our balloons of fairy tales were burst when the strip was spotted.

One minute after Bill McClurkan and I had unloaded our 40-inch Triumphs, the people appeared as though from beneath the red clay and sand we were parked on. "Pardone, excuse me!, oops, sorry about that," were excuses we uttered as toes were stepped on and eyes gouged by our elbows as we fueled up and prepared to fire.

On one side of this slightly less than a quarter-mile, uphill, downhill strip of asphalt was a one hundred square foot puddle of tepid water, about two feet deep in the center. Later in the day children were using it as a public bath, some with modesty, others completely without.

Atmosphere—Wow! During the racing activities little old men pushed carts through the pits selling tacos or burritos and some carried huge stacks of corn tortillas under their arms.

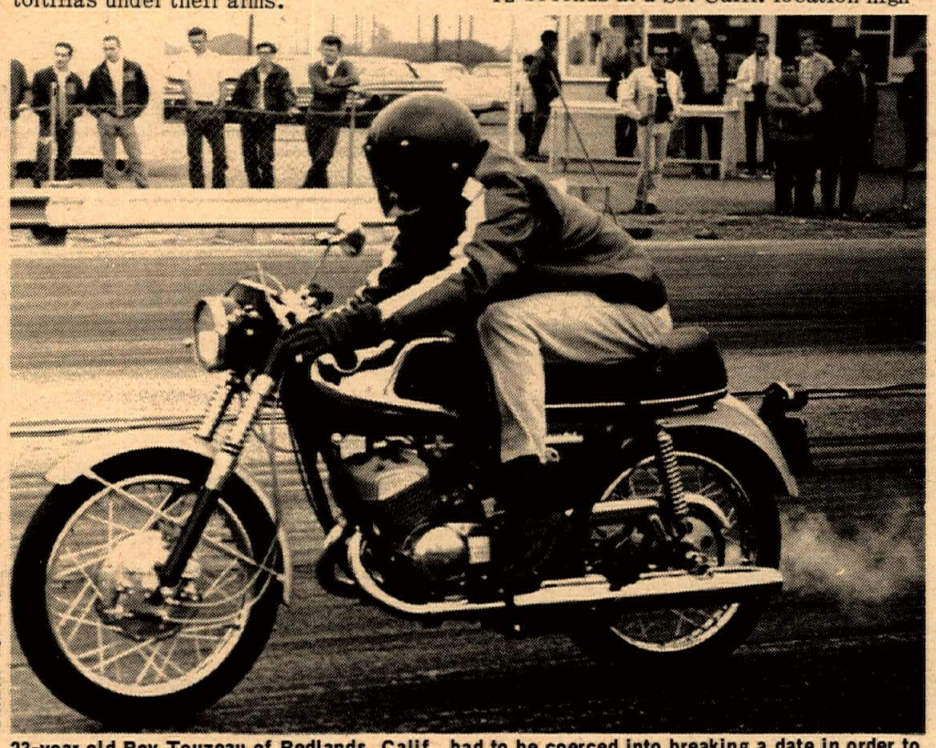

Photo by Doyle Grey

23-year old Roy Touzeau of Redlands, Calif., had to be coerced into breaking a date in order to go racing but he was all smiles when he found out that he won his class. Roy and his trusty X-6 turned 15.64 and 80.76 mph the first time out. A beautiful trophy was the reward.

Panic!!

During eliminations, one official suddenly grabbed the stoplight and another the generator, with a dash for the boulders and bush. First impression was that we were being raided and then we found that the sight of an airplane in the vicinity had created panic.

There is no safety inspection and you can drag race in the nude with two up if you like.

Classification was run by the 1966 A.H.R.A. rule book and the Harley Davidson of Bob James came out as top bike and twenty dollars richer. The stroked 40-inch Triumph of Tupper and Parker was runner-up and Mike Lance took third position in his Sportster.

There were hundreds of spectators plus Baja television officials on location. Seats provided were the perches on top of the huge 30 foot rocks that surround Tecate and the eager spectators resembled vultures nesting above their prey. The entry ticket you purchase has heavy black ink stating, "En Casa de Accidente No Somos Responsables".

This nostalgic throwback to drags a la 1949 has left such an impression that I will return on July 9, 1967, if the border guards will allow!

Irwindale

BSA in the hands of Bob Sirkegian jumped on Triumph with both wheels and secured Super Bike Plus Top Fuel, at Irwindale Raceway.

The first race was between Tony Dodge's Triumph Bonneville "Hemi Scuta" and Sirkegian's "British Strong Arm". Bob put a quarter-mile hammer lock—of 11.81—122.28 on Tony and then did a similar deed to Bob Theiler's 40 inch Triumph fueler.

As I remotely described, the strip is basically uphill, with changes of angle at whimsical points throughout the 1200 feet. The shut off area is quite long, but if you don't make it you could truly say, "I've been bushwacked." Just behind the finish lights, the remaining asphalt is downhill and from the starting line it presents a challenge to see what's on the other side of the hill.

Instant Expert

Take one Suzuki X-6 and a first time rider who is willing to stand up a date to race and the end result is a class winner and runner-up to Top Jr. Street Bike. Yamahas, Hondas and other assorted brands from 125cc to 500cc were soundly defeated by class winners Roy Touzeau and "Old Man" Murphy. After the four other class winners were met and defeated, Roy and Jack staged at the starting line. A modified X-6 with an excellent rider gave little chance to Roy's stocker and Murphy won top honors at 13.29—98.77, while Roy followed through the lights in 15.64 seconds at 80.76 mph.

Lions

Triumph made up for the humiliating defeats of Saturday by scoring all across the board at Lions.

Harry Couch took street honors with a 13.32 e.t., Nira Johnson top in gas at 12.03 and Don Harris, burning fuel in his new twin engine machine, won with 11.07 — 141.95 mph.

The first small bike to break below 12 seconds at a So. Calif. location highlighted Sundays program. Ray Downard, Skip Fordyce's Honda representative was top fuel runner-up at 11.97—110.97.

(Results on page 16)

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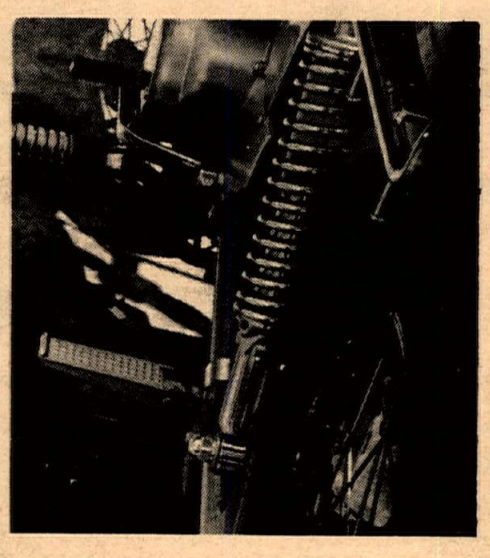

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VERNON, CALIFORNIA
PH. 589-5488

RESULTS

All results unofficial unless otherwise noted.

SO. CALIF. TRIALS ASSN. ENGLISH TRIALS
Big Bear Lake, June 4, 1967

MASTER
1. Jim Wilson Tri
2. Victor Boocock Bul
3. Bob Grove Gre
4. Jack Ward Tri
5. Charles Bressler Gre
6. Joe Lavigne Dot
7. Ralph Moore Dot
8. Harry Brattin Tri
9. Bob Lersch Gre
10. Dick Murray BSA

EXPERT
1. Don Morgan (tie) Mat
1. Dave Evans (tie) Bul
2. Roger Selby Gre
3. Jim Smith Tri
4. Jim Brunson Gre
5. George Steward Tri
6. Jim Cameron Mon
7. George Alsip Gre
8. Forest Wilson Gre

AMATEUR LIGHTWEIGHT
1. George Langos Gre
2. Larry Berg Bul
3. Vince Martinelli Gre
4. Roy Sheridan Tri
5. John Schindler Mat
6. Mike Thornton (tie) Gre
7. Francis Steward (tie) Bul
8. Bill Ocheltree (tie) Gre
9. Bill Baxter BSA

AMATEUR UL. LIGHTWT.
1. Bob Brookhart Hod
2. Bruce Dunford Hod
3. G.F. Wood Hod
4. Tom Stowers Yam
5. Bob Gott Suz
6. Cary Lewis Hod
7. Brian Akers Yam
8. Ronald Trezise Hon
9. Jay Forbes Hon

WEST CASCADE ENDURO
June 4, 1967

TROPHY WINNERS

OVERALL WINNER
Larry Butterfield, Centralia Hod

POWDER PUFF CLASS
Elaine Annen, Seattle Hon
Terri Mosher, Seattle Hod

100 CLASS
Jim Murphy, Port Orchard Hod
Ken Danielson," " Hod
Paul Lenhart, Seattle Hon
Fred Davis, Oak Harbor Suz
Jerome Riley, Bremerton Yam
Ken Barnett, Bremerton Hod
Larry Hartley, Federal Way Hon
Doug Miller, Seattle Hod

200 CLASS
Cliff Schoening, Bremerton Kaw
Don Mayfield, Kent Bul
Gary Caskey, Redmond Hon
Kenry Sylte, Everett Hon
Jed Thompson, Everett Mon
Truman Hegge, Everett Hon

250 CLASS
Russ Bjornstad, Puyallup Gre
Chuck Saunders, Puyallup Duc
Chuck Dake, Bothell Bul
Jim Murphy, Tacoma Bul
Mike Hibben, Seattle Bul
Alan Badgley, Bellingham Bul
Frank McKain, Bellingham Bul
George Stevens, Seattle Bul
Dick Ahrens, Seattle Duc

OPEN CLASS
Kurt Lamberton, Port Orch. BSA
Billy Philes, Tacoma BSA
Ron Peterson, Everett Hon
Dick Clark, Aberdeen BSA
Don Lytz, Chehalis BSA
Les Annen, Seattle Mat

OFFICIAL RESULTS SAN RAFAEL SCRAMBLES
June 11, 1967

100cc NOVICE
Gary Greiner Bul
Rich Owens Hod
Bob Buchanan Rex
Ralph Keys Hon

200cc NOVICE
Bob Hoffman Hon
Gene Curry Tri
R.W. Young Bul

250cc NOVICE
Rich Dashtell Bul
Chris Willems CZ
Kelley Hudson Bul
D. Courtwright Hus

250cc AM-EXPERT
Ross Russell Bul
Bill Cruz Bul

500cc NOVICE
Ted Heater BSA
Jack Hughes BSA
Bill McClinton BSA

500cc AM-EXPERT
Jim Saiton Mai
Reynaldo Cortez BSA

650 NOVICE (MOTOCROSS)
Jeff Hammond Tri
Dave Koss BSA

650 AM-EXPERT (MOTOCROSS)
Jerry Patterson Tri
Nate Jolpalar Tri

BAY MARE TT SCRAMBLES
June 6, 1967

50-90cc
1. Linus Beal Yam
2. Dana Thompson Hon
3. Ken Wray Hon

175 MAIN MOTO
1. Mickey Alzola Mon
2. Chuck Parkinson Mon
3. Tim Cecilp Oss

200ccAM-EX
1. Art Carter Bul
2. Bud Chisophensen Bul
3. Chuck Hulsey Bul

250cc MAIN
1. Tony Capistrano Bul
2. Norm Wahle Mon

350cc ?9
1. Larry Shoemaker

350cc MOTO
1. Larry Shoemaker Bul
2. Mickey Alzola Bul
3. John Murray Hon

500 NOVICE MOTO
1. D. W. Teeter BSA
2. Jim Sandersin BSA
3. Thompson Tri

650 NOVICE MOTO
1. Randy Smith Mat
2. Dan Burch Tri
3. Larry Gaff BSA

650cc AM-EX MOTO
1. Larry Shoemaker Tri
2. Jerry Hansen Tri
3. Phil Carr Tri

SUNNY VALLEY SPEEDWAY
June 11, 1967

TROPHY DASH
Danny Atkins, Grants Pass Yam

"A" MAIN
Gene Schneider, Grants Pass Hon
Danny Atkins, Grants Pass Yam
Chuck Johnson, Grants Pass Bri

200cc CLASS TROPHY DASH
Dick Russell Jr., Grants Pass Tri

"A" MAIN
Dave Russell, Grants Pass Tri
Wm. King, Medford Hon
Jim Henson, Coos Bay Hon

250cc
Wes Word, Grants Pass Bul

"C" MAIN
Lauren Sauer, Phoenix Yam
Ken Willingham, Roseburg Hon
Dale Sauer, Phoenix Gre

"B" MAIN
Rod Hyde, Ashland Gre
Larry Saxon, Roseburg H-D
Mike Lawless, Grants Pass Duc

"A" MAIN
Dennis Krois, Grants Pass Yam
Dan Ginther, Ashland Hon
Ed Neilsen, Roseburg Gre

500cc CLASS
Wes Word, Grants Pass Ore

"B" MAIN
Lauren Sauer, Phoenix Tri
Dick Russell Jr. Grants Ps Tri
Joe Bob, Grants Pass BSA

"A" MAIN
Wes Word, Grants Pass Hon
Bob Vaughn, Grants Pass Tri
Fritz Espy, Grants Pass Hon

650cc CLASS
Bill Nace, Ashland BSA
Dick Russell Sr. Grants Ps Tri
Mort Sullivan, Medford Tri

CYCLE LAND FLAT TRACK
June 10, 1967

100cc CLASS
1. Tom Bruckenstein Hod
2. Gene Frieze Kaw
3. Jimmie Hubbard Yam

200cc CLASS
1. Harvey Crews Bul
2. Harold Toby Bul
3. Mike Rockwell Hon

250cc CLASS
1. Mike Corcoran Bul
2. Ron Bolling Bul
3. Bob Vaughan Hon

PACIFIC SOUTHWEST CHAMPIONSHIP HARE SCRAMBLES
By Sidehack Assoc. June 18, 1967

1. J.N. Roberts Op Ex. Hus
2. Gary Preston Op Ex Tri
3. Jack Byers Op Ex. Tri
4. Howard Jackson 250 Ex Bul
5. Bill Hutton 500 Ex. Hus
6. Charles Gates 250 Ex. Bul
7. Bruce Lewellyn Op Am. Tri
8. Mel Green Op. Ex. Tri
9. Mase Ryan Op Nov. Tri
10. Mike Burke Op Ex. Tri
11. Jack Ross Op Ex. Tri
12 George Walker 250 Am. Bul
13. Keefer Flanner Op Ex. Tri
14. Peter Slavik 250 Am. Bul
15. Bill Fullmer Op Ex. —
16. Carroll Ditson 250 Ex. Gre
17. George Green 250 Am. Hus
18. Ed Farrell Op Am. Tri
19. C. Shepherd Op.Nov. Tri
20. Yale Camp 250 Nov Hus

TRAIL BIKES Unofficial Results

1. Jack Morgan Ex Hod
2. Jack Froelich Ex Hod
3. Eric Jensen Nov
4. Lloyd Taylor Nov
5. Robert Paxton Ex
6. Roy Barnett Ex
7. Pete Foster Ex
8. John Maroney Jr. Ex
9. — — Am
10. Mitchell Miller Nov

ELSINORE TT SCRAMBLES
Sat., June 17, 1967

100 NOVICE
1. B. Nosbush Hod
2. B. Fravenberger Hon
3. D. Damron Hod

200 NOVICE
1. B. Speier Bul
2. B. Love Tri
3. B. Hisey Bul

250 NOVICE
1. L. Verdoorn Bul
2. J. McClurg Hus
3. W. La Losite Hon

350 NOVICE
1. L. Mooney Hon
2. L. Thompson Hon
3. J. Keene Hon

500 NOVICE
1. D. Border Tri
2. D. Burkman BSA
3. T. Twaits BSA

OPEN NOVICE
1. D. Finley Tri
2. D. Border Tri
3. D. Allen Tri

100 EXPERT
1. D. Damron Hod
2. R. Burkert Hod
3. S. Nichols Hon

250 EXPERT
1. J. Kopp Gre
2. F. Edwards Gre
3. L. Taylor Bul

500 EXPERT
1. C. Cargo BSA
2. J. Foxe Tri
3. T. Twaits BSA

OPEN EXPERT
1. J. Foxe Tri
2. T. Carroll Tri
3. M. Chamberlain Tri

ASCOT HALF MILE
Friday, June 16, 1967

15 LAP EXPERT FINAL
1. Dan Haaby BSA
2. Chuck Jones BSA
3. Mel Lacher H-D
4. Jim Nicholson Vel
5. Clyde Litch BSA
6. P. Conserriere BSA
7. Jim Berry BSA
8. S. Seabourne BSA
9. Ron Kruseman Tri
10. Pete Bodette BSA

10 LAP AMATEUR FINAL
1. Jimmy Odom Tri
2. Phil Todd BSA
3. Keith Kruser BSA
4. Don Dobbins Enf
5. Terry Graham BSA
6. John Fry BSA
7. Bob Ledford H-D
8. Roger Goldwaite Enf

8 LAP NOVICE FINAL
1. Dave Smith H-D
2. R. Elisarraras Suz
3. Alex Chinowski Yam
4. Midge Griffith Duc
5. Rick Woods H-D
6. Jack Wilkinson H-D
7. Jim Peterson Suz
8. Chick Ckickelero Yam
9. Jim Lesley H-D
10. Lee Wheeler Mon

IRWINDALE DRAG RESULTS
June 17, 1967

TOP STREET: Dick Strickland BSA 14.00— 97.08
JR. STREET: Jack Murphy Suz 13.29— 98.77

TOP GAS: Smith & Butterworth H-D 11.08—125.00
JR. GAS: Nira Johnson Tri 12.07—113.49
COMP. GAS: Bob Braverman Yam 12.20—108.17

TOP FUEL: Bob Sirkegian BSA 11.81—122.28
R.U.: Bob Theiler Tri 11.81—123.00
COMP: Ray Downard Hon 11.94—116.13

B STREET MOD: Dick Strickland BSA 14.00— 97.08
C ST. STOCK: Harry Duncan Hon 15.92— 80.93
D ST. STOCK: Russ & Waynes Hon 15.75— 78.60
D ST. MOD: Jack Murphy Suz 13.29— 98.77
E ST. STOCK: Roy Touzeau Suz 15.64— 80.76
E ST. MOD: Larry White Yam 14.90— 86.62

AA/GAS: Smith & Butterworth H-D 11.08—125.00
A/GAS: Johnnie Eastes H-D 12.05—110.20
B/GAS: Nira Johnson Tri 12.07—113.49
C/GAS: Len Jasmin Tri 13.09—100.00
D/GAS: Bob Braverman Yam 12.20—108.17

MESA SPEEDWAY TT
June 11, 1967

90cc NOVICE
1. Don Emde Bul
2. Dale Humphrey
3. Bob Frauenberger
4. Terry Agbunag
5. James Chitwood
6. Bruce Draper

90cc EXPERT
1. Jim McGuire Hod
2. Jim Dunn
3. Duane Engstrand
4. — —
5. Grant Brown

200cc NOV-AM.
1. Terry Mulkey Bul
2. David Shilverthorn
3. Budd Willis
4. G.R. McNally

250cc NOVICE
1. Karl Jennig Bul
2. Lee Drake
3. Victor Hannon
4. Larry Collie
5. Ron King

250cc EXPERT
1. Dick Mills Bul
2. Bill Silverthorn
3. Wayne Hosaka
4. Howard Kessinger
5. Jeff Willis

500cc NOVICE
1. Larry Williford Duc
2. Dave Harding
3. Wayne Butterfield
4. David Burton
5. John Vissat

500cc EXPERT
1. Gene Fetty
2. Butch Rowland
3. Gary Albright
4. Don Finan

OPEN NOVICE
1. Stephen Szikszay Tri
2. John Hoy
3. Rick Rochmes
4. Allan Ingersoll

OPEN EXPERT
1. Myron Carter
2. Dick Miles
3. Dave Clemo
4. Fred Williamson
5. Will Schieffer

POWDER PUFF
1. Christy Fujikawa Bri
2. Carol Chiara
3. Shirlee Newsom
4. Carol Gooding
5. Nikki Flegle

TECATE B.C. RESULTS

TOP BIKE: Bob James H-D
R.U. Tupper & Parker Tri
3rd Mike Lance H-D

GAS CLASS: Charlie Salcedo H-D
MOD: Roger Adzit
STOCK: Sammy Raya

LIONS DRAG RESULTS
June 18, 1967

STREET
A—Open
B—George Meyer 13.56—96.15 BSA
C—Open
D—Mike Spika 14.47—84.00 Hon
E—Bob Butler 15.74—80.64 Suz
F—Garey Whitney 19.08—65.31 Yam

MODIFIED STREET
AA—John Kimble 13.91—91.55 H-D
A—John Cornet 14.51—87.54 H-D
B—Open
C—Harry Couch 13.32—97.00 Tri
D—Phil Gilliam 14.77—85.25 Hon
E—Stan Smith 14.05—93.07 Kaw
F—Mike Velaslo 16.65—80.01 BS

GAS
A—Open
B—Nira Johnson 12.03—109.37 Mon
C—Webber Cams: 12.81—107.80 Hon
D—Bob Braverman 12.03—108.69 Yam
E—Open
F—Open

FUEL
A—Don Harris 11.07—141.95 Tri
B—Bob Borgin 12.30—103.00 Tri
C—Skip Fordyce 11.97—110.97 Hon

GRIPSTERS M.C. SCRAMBLES
Elsinore June 18, 1967

50cc AM-EX. MOTO
Steve Nichols Hon
Tony Mason Yam
Jay Lewis Yam
Rick Parker Yam
Hank Scott Hon

100cc NOVICE MAIN
Bruce Nosbusch Hod
Danny Hockie Hod
Jim Meriscal Hon
Louis Wolf Bul
Robert Olds Yam

100cc AM-EX. MAIN
Kenneth Lee Hon
Kurt Lewis Hon
Rusty Burkert Hod
Hayward Mendenhall Yam
Jim Connolly Hod

POWDER PUFF
Eulene Long Hon
Kelly Truble Hod
Diane Connolly Hod
Sharon Wolf Bul
Elaine Olds Yam

175-200 AM-EX.
S. Rogers Bul
Jim Doron Bul
J. Hart Tri
R. Roubiccie Bul
J. Sandbard Hon

250 NOVICE MAIN
K. Thompson Suz
L. Verdoorn Bul
T. Newton ?
J. Lindeberg Bul
L. Nolen Bul

250 AM-EX. MOTO
Steve Stricklin Bul
Jim Connolly Gre
Don Harris Hon
R. Margur Hon
Dave Brooks Duc

21" AM-EX. MOTO
R. Jarrett Hon
D. Teeters Hon
L. Wolf BSA
F. L. Spalding Hon
J. Keene Hon

500 NOVICE MOTO
D. Borden Tri
C. Woodcork BSA
D. Burkman BSA
E. Crist BSA
C. Rice Tri

500 AM-EX. MAIN
Clutch Cargo BSA
John Rice Hon
John Heyneman BSA
Don Ogilvie BSA
Don Harlow BSA

OPEN NOVICE MOTO
D. Allen Tri
D. Finley Tri
L. Lindsey Tri
R. Harnick Tri
R. Longhofer Tri

OPEN AM-EX. MOTO
Jim Bailey BSA
Mike Van Acker Tri
Terry Dorsch Tri
Ben Fakkeldy Tri
Darwin Ballard BSA

THURSDAY NIGHT T.T.
Thursday, June 15, 1967

150cc CLASS
1. Lee Stumpenhaus Bul
2. Keith Mashburn Gre
3. Bob Bates Bul
4. Ray Stroud Yam
5. Steve Anderson Bul

150-200cc CLASS
1. Tom Rockwood Mon
2. Bill Arter Hon
3. Tom Clark Tri
4. Bill Fulton Hon
5. Merle Holt Bul

100cc CLASS
1. Gary Bailey Hod
2. Stan Rogers Hod
3. Jerry Formby Hon
4. Bill Fulton Jr. Hon
5. Ed Strand Hod

SWEEPSTAKES WINNER
Lee Stumpenhaus

CARLSBAD SPORTSMEN ROAD RACE
AMA Sanct. June 18, 1967

OPEN CLASS MAIN EVENT
1. Dale Alexander H-D
2. Francis Wurz BSA
3. Jerry Winters H-D

500cc CLASS
1. Bruce Holland Tri
2. Belford Welsh BSA
3. Ray Arnold Tri

350cc CLASS
1. Byron Black Kaw
2. Bob Bender Hon
3. Jim Chen Hon

250cc CLASS
1. Paul Wilde Yam
2. Dave Smith H-D
3. Steve Pederson Kaw
4. Len Earl H-D
5. Johnny Apple Kaw

150-200cc CLASS
1. Larry Pruett Yam
2. Marty Endless Hon
3. Dave Damron Suz
4. Dan Guinn Hon

100cc CLASS
1. Ron Pierce Hod
2. Bob Duetschman Hod
3. Al Slocum Yam

50cc CLASS
1. Tony Nicosia Hon
2. Sid Chambers Mon

PRODUCTION CLASS
250cc CLASS
Dave Damron Suz

200cc CLASS
Dave Allee Suz

175cc CLASS
Vic Campbell Bul

100cc CLASS
Roger Baeder Kaw

50cc CLASS
Tony Nicosia Suz

ACA SHORT TRACK
Wednesday, June 14, 1967

100cc T.D.
Ron Taylor Yam

250cc T.D.
Rick Wooods Duc

100cc MAIN
Ron Taylor Yam
Rick Woods Yam
Gary Calkins Yam
Dave Massingham Yam
Tom Thompson Hon
Jim Peterson MB

250cc MAIN
Rick Woods Duc
Jim Peterson Suz
Sal Acosta Bul
Eddie McGregor H-D
Gil Robbins RE
Randy Layne Hon

TROJAN SPEEDWAY (SO. GATE) TUESDAY NIGHT SHORT TRACK
Tuesday, June 13, 1967

250cc CLASS
1. Coco Campbell Hon
2. Chuck Campbell Hon
3. Jack Holt Mon
4. Lee Wheeler Mon
5. Tom Wood Hon

150-200cc CLASS
1. Ralph Acosta Bul
2. Jim Paulnott Bul
3. Carrol Skov Bul
4. Frank Barrena Bul
5. Bill Fulton Hon

100cc CLASS ("A" Division)
1. Steve McMahan Yam
2. Jim Raymond Hon
3. Tom Rockwood Hon
4. Don Dudek Hon
5. Gary Calkins Yam

100cc CLASS ("B" Division)
1. Don Bowman Hon
2. Gary Kearns Yam
3. John Abel Kaw
4. Bill Gamble Yam
5. Greg Grime Yam

SWEEPSTAKES WINNER
Sal Acosta

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AMERICAN
Ronald & Betty Schall
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Glenda & Clyton Johnson

SIDE CAR
Russell Chaistian

YOUNGEST AMA
Eugene Dupuis III Jr.

OLDEST RIDER
Clair Westfall

LONG DISTANCE RIDER
Jim Leitner

OLDEST MACHINE
Dennis Young

LONG DISTANCE CLUB
Singing Wheels

MOST UNIQUE MACHINE
Ken Young

FIRST MAIL ENTRY
Ross Taylor

MALE SOLO
Stock:
Del Beauchesne
Harley Webb
Custom:
Tony Soto
Ruben Landron

FEMALE SOLO
Stock:
Sandy Whetnall
Arlene Carpenter

MALE SOLO MODIFIED
Stock:
Ducan Kelly
Joe Caruso

MALE SOLO FOREIGN
Stock:
Bob Carter
Hal Schlarman
Custom:
Bob Dunn
Sam Peters

FEMALE SOLO
Stock:
Shirley Sentell

MOST OUTSTANDING CLUB CAMP
Norwalk Rockets

MOST OUTSTANDING SOLO CAMP
Warren Atwood

MOST OUTSTANDING SIDE-CAR CAMP
Jaspers

HARD LUCK TROPHY
Dale Bourna

PASSENGER
1. Toni Soto
2. Patricia Snyder
3. Shirley Hansell
4. Vivian Garrett
5. Nancy McKerne
6. Roy Thiske

FEMALE SOLO
1. Elizabeth Heppell
2. Shirley Sentell
3. Lonnie Cox
4. Judith McCooms
5. Jeanne Moore

MALE SOLO
1. Donald Westfall
2. Lyle Smith
3. Burney Clark
4. Douglas Bruce
5. Robert Owens
6. Lowell Powell
7. Hubert Singer
8. James Wellington

SWEEPSTAKES
FEMALE
Estella Gutierrez
MALE
Hank Potter

15 MILE NATIONAL RESULTS
Louisville, Ky., June 11, 1967

FAST TIME
Bart Markel, Flint Mich. 25.87 H-D

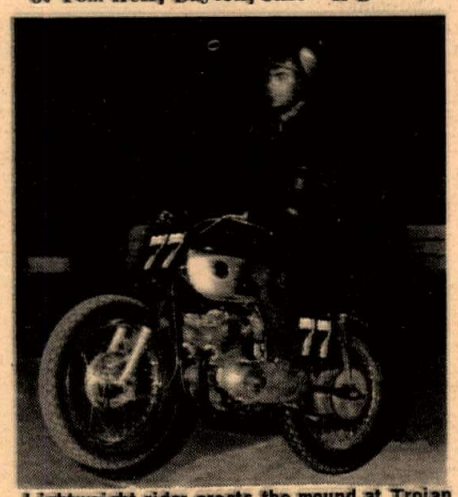
EXPERT 1st HEAT
1. Bart Markel, Flint,Mich. H-D
2. Bill Betley,Cleveland,O. H-D
3. Roger Reiman,Kewanee,I H-D
4. Neil Keen,Decatur, Ill. BSA

EXPERTS 2nd HEAT
1. Dick Mann,Richmond,Cal BSA
2. Geo. Roeder,Monrvle,O. H-D
3. Mert Lawwill, S.F., Cal H-D
4. Ted Heil, Dayton,Ohio H-D

EXPERTS 3rd HEAT
1. Fred Nix,Milwaukee,Wis H-D
2. Geo.Longabaugh,Elvsn,P H-D
3. Chris Draayer,SLC,Utah H-D
4. Tom Heil, Dayton,Ohio H-D

AMATEUR FINAL
1. Earl Lout,Hayward,Cal. H-D
2. Bill Goff, Flint, Mich H-D
3. Jim Maness, Mobile,Ala. H-D
4. Mike Ninci,K.C., Mo. H-D
5. Harold Foster,Shefld,La. H-D

EXPERT FINAL
1. Bart Markel, Flint,Mich. H-D
2. Chris Draayer,SLC,Utah H-D
3. Geo. Longabaugh, Elsn,P H-D
4. Fred Nix, Milwakee, Wis H-D
5. Dick Mann,Richmnd,Cal BSA
6. Tom Heil, Dayton, Ohio H-D



Lightweight rider crests the mound at Trojan TT last Thursday night.

TROJAN SPEEDWAY SCENE

The Playboys MC added another new touch to the fast growing, fast moving Tuesday night short track races for the AMA sportsmen.

Due to the large number of entries in the 100cc class, the group has been divided into "A" & "B" brackets with the more experienced riders riding in the first group and the newer riders that have yet to win and trophy, riding in the "B" group.

Steve McMahan posted his fourth Main Event win in the "A" division over hard charging Jim Raymond and Tom Rockwood.

The "B" Final was a two rider race from start to finish between eventual winner Don Bowman and early leader, Gary Kearns. Bowman finally won it in the last two laps.

Ralph Acosta, the rider in the 200cc class who has been coming on like a runaway freight train of late, scored his second straight Main Event win and then came back to ride a tremendous race in the Sweepstakes Handicap Final to pick up his first win of the year in the feature event of the evening.

It was the battle of the Campbells in the 250cc class with Coco and Chuck running one-two in the Final. Point leader, Keith Mashburn came up with minor mechanical troubles in practice and did not ride.

This left the door wide open for Coco Campbell to come up and score his first win of the season.

WOODS UPSTAGES O.C. SHORT TRACKERS

Wednesday night, in the 250 cc Main Event was something out of the movies. As the top six main event contenders rolled up on the line, Rick Woods, last year's number one rider, jumped the gun and was put back to the penalty line. Going into the first corner, Rick was running in fifth place, and Jim Peterson on a Suzuki was way out in front. After nine wild laps, Rick had slowly passed Gil Robbins, Eddie McGregor and Sal Acosta and was running in second place. A good size blanket could have covered all four riders, Jim Peterson, Sal Acosta, Rick Woods and Eddie McGregor. Coming out of turn four into the straightaway, Jim went in tight and Rick went around the outside, and with the crowd coming unglued, Rick slipped by Peterson to win the Main Event by a wheel length. Rick also captured the 250 cc Trophy Dash.

There was a new winner in the 100 cc event, Ron Taylor from Santa Ana on a Yamaha. Rick Woods also ran the 100 cc Main and finished in second place. Last week's Trophy Dash and Main Event winner, Gary Calkins, had a tough time and was unable to do better than third place.

The boys will be at it again next Wednesday night starting at 8 p.m. at Orange County Speedway.

GREENHORN RESULTS NEXT WEEK

Greenhorn '67 entrants and followers will have to wait another week before the official results are released, according to Greenhorn Chairman David Holman. Holman said that there has been some confusion at several checkpoints which has made it impossible to compute the results accurately at this time. CYCLE NEWS will print the results as soon as they are forwarded.

THURSDAY NIGHT TT's

Lee Stumpenhaus and Keith Mashburn were at it again but this time it was Stumpenhaus who turned out to be unbeatable. Keith defeated Lee in the heat race but it was all Stump in the 10 lap Final from start to finish. Mashburn had to come from behind to take the heat race win but could not pull it off in the Final.

The 200cc Main was a runaway for Tom Rockwood and he nearly lapped the entire field before taking the checkered flag and his third Main Event win of the year. Point leader, Bill Arter, ran second with Tom Clark in third.

Rockwood was pushed hard in the heat race by Don Dudek and it was end for end all the way before Dudek settled for second. Don did not ride in the Final because of valve trouble.

The ding-dong 100cc class found Gary Bailey chalking up his second win of the year. He was pushed hard most of the way by Stan Rogers who had beaten Gary in the heat race. Rogers got in trouble only once but it was enough for Bailey to charge home in front. Stumpenhaus came from way back to win the Sweepstakes.

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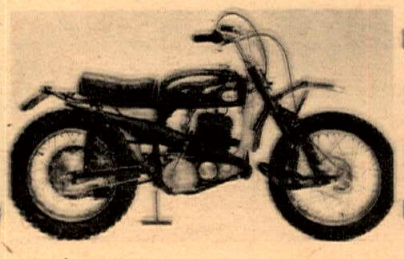

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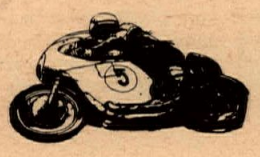

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Jim Doron made it one-two for Bultaco by finishing second in the 175-200cc Am-Ex Main.

Here's the Amateur who wailed on all the Experts: Steve Stricklin.

Queen of the Powderpuffs, Eulene Long, kept her tiara by winning at Elsinore.

GRIPSTERS AT ELSINORE

Photos & Story by Maureen Lee

The Gripsters staged one of their beautifully run scrambles again on Sunday with Elsinore the site. They didn't have a good turn-out, only 262 through the gate, but once again it made for plenty of racing for those who did show up, and the club was happy.

The morning was cloudy but when the sun came out it got a little slick and some of the riders were a little deterred by it all.

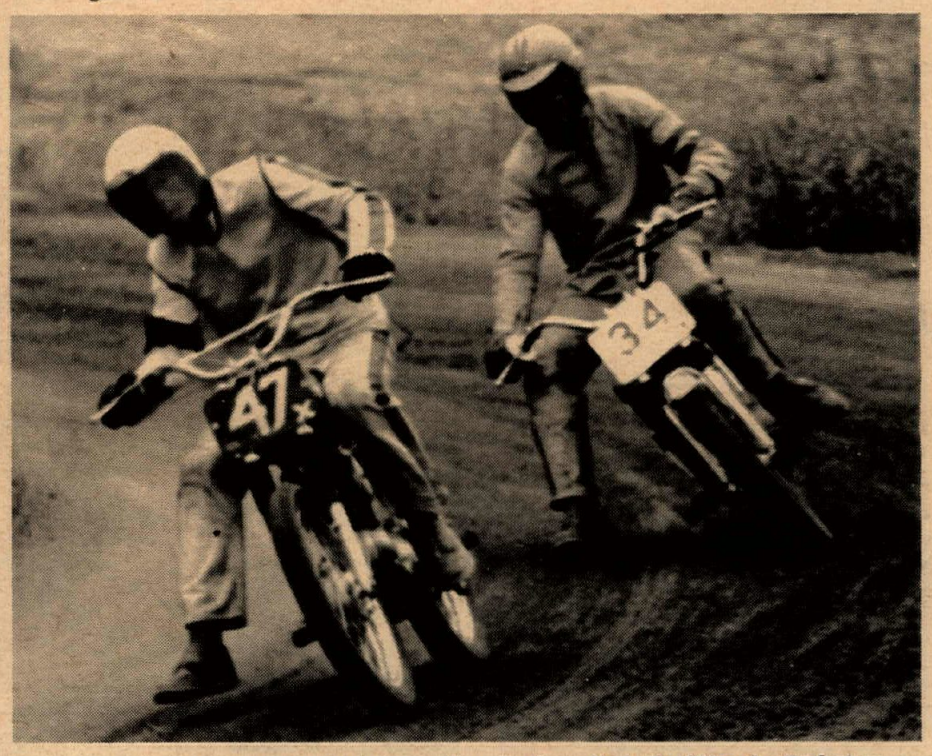
Wood Drops It

The small bikes slid and scooted just as much as the big ones did later and there was some real good racing. Steve Nichols (Honda) won the 50 class with Tony Mason, Jay Lewis and Rick Parker all on Yamahas behind. We hear that Rick had a new engine job done and was threatened not to turn it on until he had at least one race on it! The 100 Amateur-Expert Main went to Honda-mounted Ken Lee with Kurt Lewis in second. Phil Wood on a Yamaha-twin had been leading beautifully and then over-slid on the switches before the jump and dropped it, which was all she wrote for Phil and the first place trophy.

The Powder Puff went to Eulene Long on a new Honda which carried her brand new Amateur plates. Kelly Truble on a Hodaka was second and several times gave Eulene cause for a few glances back.

Clutch Cargo aboard a Victor blew off John R., although in the first lap it appeared like they were doing bank shots off each other, but Cargo and the Beezer appeared to handling better than John's Honda and that was it.

The Open Amateur-Expert Moto was a repeat of the 250 class. An Amateur won that too! How are you going to explain that one, guys? Mike Van Acker appeared to be the guy to do the job as he won the first but it was Amateur Jim Bailey (BSA) in second. In the second moto it was Bailey who won by passing Mike on the yellow flag lap. In the third they had a start calculated to make a starter faint because after they jumped the gun once, he let them go with half the line blasting off and half waiting. Ben Fakkeldy went straight and up the hill through the boulders, and while the others jockeyed around for running room, Bailey shot into the lead with first-time out Amateur Terry Dorsch (Triumph) after him. And that was the way the moto ended. Bailey won, Van Acker took second, Dorsch third, Fakkeldy fourth and Ballard fifth.



Kurt Lewis wastes no time in getting away from Jim Connolly in the 100cc Am-Ex feature.

Amateur Bests Experts

Moving along to the 250 Amateur class, would you believe only two 250 Experts showed up? And they were beaten by an Amateur! Steve Stricklin on a Bultaco really went and in the third moto his throttle stuck wide open with resultant noises that sounded like his transmission had gone. The two experts, Jim Connolly (Greeves) and Don Harris (Honda) had their work truly cut out for them, but they ended up in second and third.

Big Bikes A Blast

The big bikes were a blast.

Party Time

As a last word, Don Finely of the San Pedro club asked us to remind you all that they will have a trophy party following their July 9th race at Elsinore, with trophies given for the June 11th race as well. There will be dancing, and free beer for the trophy winners, but they don't think their budget can go to go-go girls!

(Results on page 16)

WEST CASCADE ENDURO

On Sunday, June 4, 1967, the Everett Motorcycle Club of Everett, Washington, held its third annual West Cascade Endurance Run. And for the third year in a row, the weatherman smiled on us—nothing but good, warm sunshine. Even though the sun was out, the riders found wet brush on the trails and lots of mud.

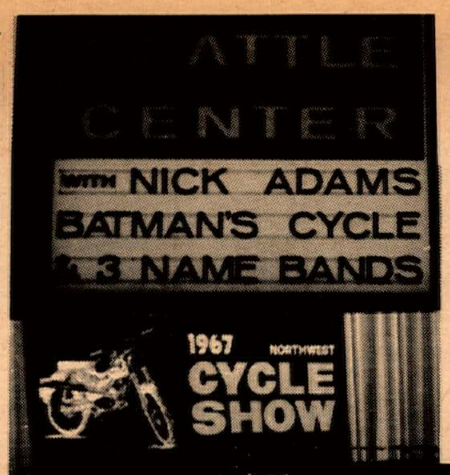
At exactly 9:00 a.m. starter Larry Goroski waved off the first rider. This was to continue until all 174 entries had departed. Five of these were young ladies as we were having a powder puff class for the first time. Out of this group, 100 returned later in the day after completing the 70 mile run and making all the check points.

After the last rider checked out, the sign-up and pit crews took advantage of the nice weather to try for a suntan. About this time of day, however, most of the riders probably wished they could have joined them. Someone had seen fit to remove the markers at a crucial turn between Check 2 and Check 3. Most of the riders went to the right, and this was wrong. This trail sent them into a series of deep mud and water holes which had been part of last years run. Chairman Roy Force and his layout crew had worked long and hard to eliminate this area and had made a new trail around it. Most of the riders recovered though and went on to finish the run. Those who didn't managed to find the gas check and got an easy ride in one of the gas trucks. This is where the 1966 winner, Robin Wilson of Kent, retired his Yamaha with a broken engine case and a bad transmission.

Our 1967 Overall champion is Larry Butterfield from Centralia. Larry rode a 90 Hodaka and lost only 20 points. A close second Overall and first in the 250 class was Russ Bjornstad of Puyallup. Russ was Greeves mounted and lost 22 points. Elaine Annen of Seattle finished first in the powder puff class on her Honda 90. Jim Murphy from Port Orchard brought his Hodaka in first in the 100cc class. Cliff Schoening, 175 Kawasaki, from Bremerton, was first in the 200 class, and Kurt Lamberton, also from Port Orchard, won the Open class on his BSA.

The Everett Club is also planning another desert cross-country race in the Vantage area which proved to be so popular with a great number of riders from this area. Our tentative plans call for Sunday, September 24. Posters will be out as soon as details can be arranged.

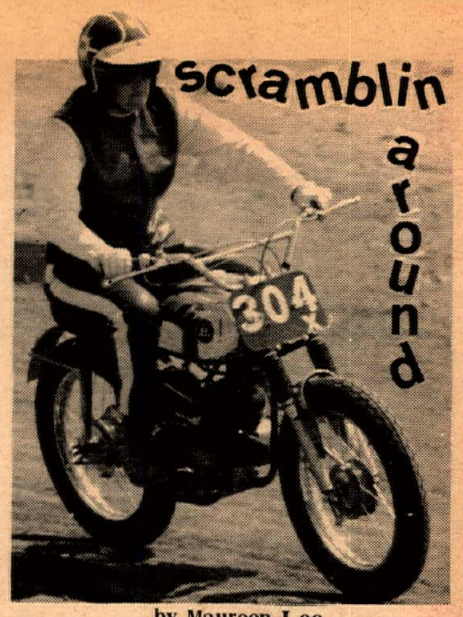
(Results on page 16)



Evel Knievel was there. And so were Nick Adams and Zale Parry. Daredevil, Thespian and Mermaid were brought together, along with electric bands, motorcycle clubs and merchant princes, to do homage to the motorcycle phenomenon. Seattle, Washington provided the setting, Romin, Inc. assembled the show and just under 10,000 northwesterners came to see it.

This first attempt at show business for the Northwest caught the industry with its commitments down. Major distributors, exhausted from three shows in rapid succession already, balked at a fourth. Said distributors are still kicking themselves two weeks later for missing a whale of a show. Producer Dick Rogers takes the small revenue from exhibitors philosophically. "I consider it an investment. Nearly all the participants said it was the best show they'd seen in in a long, long time. Real red carpet service." Many spectators expressed disappointment that the major distributors brought nothing to show.

Every one of the senses were stimulated by the attractions: The taste of popcorn and smell of new rubber, kaleidoscopic color, the sound of good musical groups, Marilee and the Turnabouts, The Surprise Package, Rapid Transit System, a puppet show and the tactile excitement of slick machinery.



by Maureen Lee

Sometimes I truly think that griping about the track you happen to be riding on is one requisite to being a scrambles rider.

Elsinore has long been a thorn in some riders sides and we must admit, not without reason. But the owner is trying to improve the track. Some of the turns have been changed and a new surface has been put down. When news of the new surface reached the scrambles contingent, loud were the screams because decomposed granite has been used, (for those unfamiliar with the term, that's what Prado was, 'nuff said?) but the fact of the matter is that the granite holds the water better, and at night when Elsinore is at its best, you can't ask for a better surface. I admit, when the sun hits it it can turn into ice.

But instead of complaining maybe someone could come up with a constructive answer to the problem.

Now to Perris

A few thoughts along the line of the whole problem including things we'd like to see changed at various places: Elsinore, get rid of the off-camber on the starting line. It's been there too long and is an open invitation to send riders sliding into each other with crashing results.

Another thing riders don't like is the camber going into turn one. Make it flat, they all say, which will also help when you come out of the hole on the start. Track surface? Well it looks like we're going to have to live with it unless anyone has any suggestions. Personal opinion? The track is fun to ride, at least on a Hodaka!

Perris is next. The track surface there has been improved immensely over the past years and we remember when people bitched about Perris the same way they are bitching about Elsinore now.

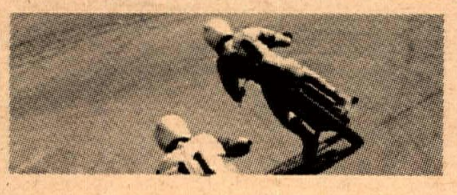
The one thing that has always seemed a mighty dangerous place is that drop-off on the outside of turn one. Get to the edge and look over and it looks like the Grand Canyon! That leaves Bay Mare which we haven't re-visited since improvements took place so we won't say a word about that.

Adios Prado

Prado? Well, Prado is gone and the only reason we'll go into is that the lease expired, although we've heard a whole host of other tales from money troubles to in-fights for control of the track and profits. The truth still is, the lease expired and was not renewed. It leaves us with one less track on which to ride. and with a whole lot of unhappy riders who are now left with an overabundance of horse-power for any other track!

Scramblers Getting Soft?

So we'll end this column by sticking our necks out again. Any criticism of tracks in this article is intended as constructive. But we still want to say this: When did a scrambles track have to conform with a road racing circuit? Has everyone gone soft so that places like Rusty Nails couldn't exist anymore because they'd be too rough? We say no, because each week on these rougher courses you see some of the speed demons getting thoroughly trounced by riders who can still ride a scrambles, not a road race. There is a good chance there will be a new track in these here parts next year. It will be a good old-fashioned scrambles circuit and will be located in the greater Los Angeles region and will be in a cool location. The guy who told us said happily, "It'll be something like the old San Pedro or Rusty Nails. Up and down hill." Now let's see, I know my knobbies are in the garage somewhere...haven't seen them since Corriganville!



THE FINISH LINE

By Roxy Rockwood

Red hot Gary Nixon scores another one on the National Trail and appears to be getting closer to that much sought after number one that he has been chasing for so many years.

Nixon and Hammer have come to the top this year and only a few of the diehards that have never seen them race on pavement would question that they are the two best road racers in America.

Nixon now has only the Columbus National that comes up this weekend before heading west for four straight Nationals at Tulare, Castle Rock, Portland and Ascot during the month of July.

Western Battle Fields

The entries are all in now for the Tulare National for next weekend and it will be a blazer with the likes of Markel and Nixon (the only two out of state riders to ever win in California) challenging all of the best from Ascot.

It will be more or less a neutral meeting place for Bart and Gary. Bart is the master of the slide and you cannot slide anywhere like you can at Tulare.

Mert Lawwill is still hanging right in there in the National point standings and is a better TT rider than Nixon. This sizes up the battle next month as a toss-up for Mert and Gary at Tulare and Portland with Lawwill given a chance to close up and maybe take over the point lead from the Main Events at the TT's in Castle Rock and Ascot.

That Portland mile on July 16th is really picking up steam with Webco Inc. placing $100.00 on the leader of the first lap. Right behind is D-A Lubricant with $50.00 on a lap and Pirelli Tires with another $50.00. Promoter Jack Leigh is pumping up the lap money up there like no one has ever done before.

Tulare National

Tulare goes next weekend with time trials for all Expert and Amateur riders on Friday night, plus a full show of Novice racing. Then, on Saturday night July 1st, for the first time ever, Central Calif. will have a National with the fastest Amateur and Expert riders gathering from all over the nation to compete.

Extra grandstands have been added to take care of the overflow crowd that should top the 7,000 mark from all early indications. Markel, the fence-buster, should put on a show like never before. Previous winners, Sammy Tanner and Al Gunter will be on hand to see that he doesn't.

Over at Ascot on Friday night, June 30th, Aggie will present a night short track on the quarter mile. The race is open to all Novice, Amateur and Expert riders on 250's. This switch is brought about due to the time trials at Tulare.

Ascot Short Track

Many fans have often wondered what it would be like to run many of the top riders on a night cushion quarter mile at Ascot. It hasn't been done since 1958 and the old Gardena Speedway days.

The Saturday night TT slated for San Gabriel for this Saturday night has been cancelled and the riders will pick up the show out there in a couple of weeks.

It was another good one down at Carlsbad last Sunday and again it was just about all new faces in the winner's circle. It should continue right up to the National road race down there on Sept. 24th.

The Carlsbad National in September, the last on the West Coast this year, will pay the largest amount of National points to the riders over all other western Nationals. The current point race between Nixon and Lawwill, and Markel coming up from the back, could make Carlsbad the deciding event.

Deadline for the Portland 20-mile National is this Sunday night, June 25th. From then on it is the $25.00 late entry fee that goes to the National Point Fund.

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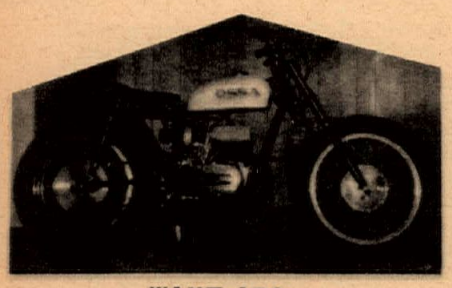

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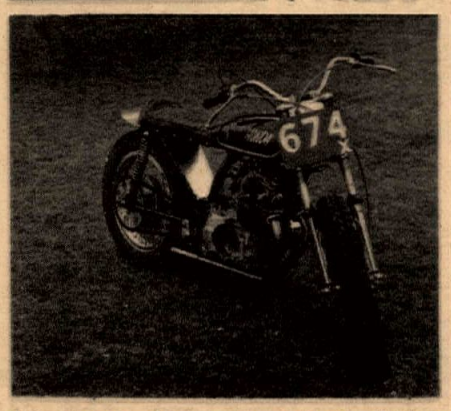

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50cc ROAD RACER-PART 3

HOW TO BUILD A TEACUP RACER FOR UNDER $300.

Story & Photos by Bob Braverman

Get out your trusty hacksaw and we'll show you how to lengthen the swinging arm. It's easy to do, but one word of caution — you must be absolutely sure that everything is lined up properly before welding or brazing the pieces in place. Failure to do this will result in odd handling behavior. Ready? O.K. let's go.

Hack Away

Cut the swinging arm directly behind the lower shock mount. Now cut four pieces of strap material (.100—.125 thick) and clamp one piece to each side of the swinging arm. Next clamp the cut off section to the strap material. Slip the rear wheel in place and tighten the rear axle nuts. Check and be sure that both wheels are lined up properly and then, and only then can you tack these straps in place. Before placing any heat on the swinging arm, very carefully remove the shock unit. This will prevent the heat from damaging the rubber bushing.

Stretch Your Machine

We stretched out the wheel base to 48 inches on our bike. After lightly tacking the pieces in place go back and check the wheel alignment again. This is done to insure nothing has moved.

If everything looks alright, clamp the remaining two pieces of strap material to the inside of the swinging arm and tack these in place also. Now you can remove the rear wheel and take the swinging arm off the machine. Handle the swinging arm carefully at this point so you don't move anything.

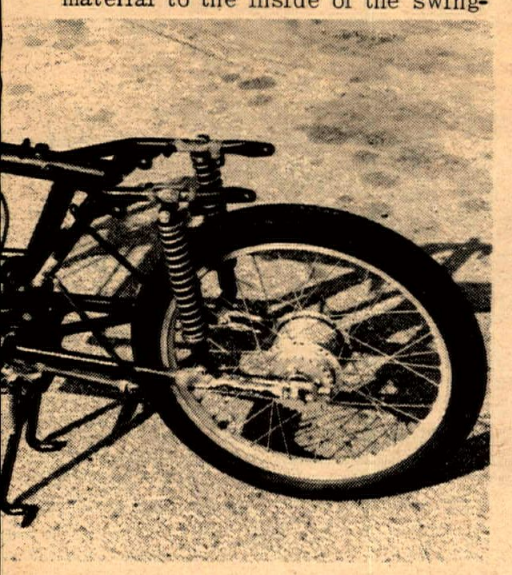


Photo shows rear quarter of machine with the stretching operation completed.

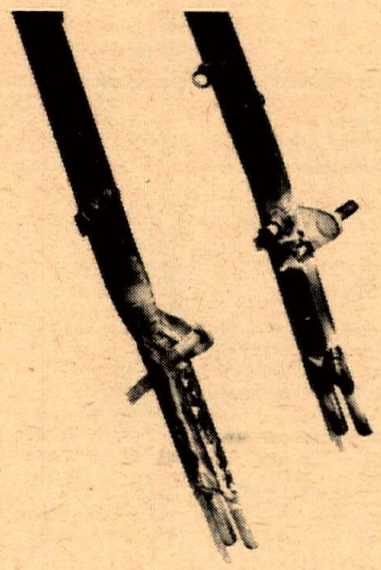
Cut four pieces of tube as long as the gap between the front and rear section of the swinging arm. The diameter should be large enough so it cannot fall between the two pieces of strap we have just tacked on.

Welding Time

With this phase accomplished we're ready to braze or weld the whole assembly together. This is one area where you must be very careful and get as good a bond between the various parts as possible. The swinging arm gets a good deal of load placed on it, so workmanship must be of the first order. The last thing you want is a break here. With the tubes bonded between the gaps (top and bottom) the swinging arm is complete and ready to go back on the bike.

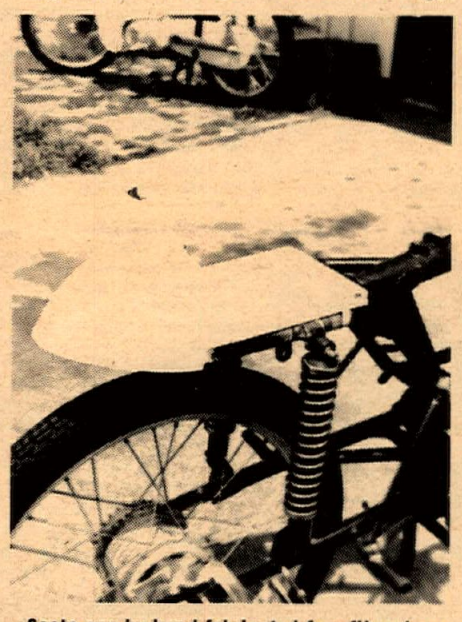
A Place For the Fanny

With that job out of the way, we're ready to tackle the seat next. There are a number of seats available at nominal cost. Or you can make your own to keep the cost down. This is what we did.



The nearly completed swinging arm. Be sure that all brazing or welding is first rate.

If you choose to fabricate your own, then you can bend one up out of aluminum, or make one up from wood, so don't overlook the possibility of using this material. Make the seat mounts up and weld them to the frame. Be sure the seat is securely mounted to the frame and will support your weight without moving.



Seats can be hand fabricated from fiberglass, aluminum or wood.

Also be sure the seat is located in a position to give you maximum comfort. This seems to be one area that many riders overlook. You must be comfortable on the bike if you're going to get the greatest amount of enjoyment from it. Also, a poorly positioned saddle will affect your performance. After all, you wouldn't wear a helmet or pair of boots that is several sizes too small.

With the swinging arm completed and the seat mounted we now started to hook up the various cables. The front brake cable was shortened and connected. We mounted the throttle and clutch cables next, but left them alone until we mounted the engine to the frame.

The above items should keep you more than busy for the next week.

MESA SCRAMBLES

by Terry Otey

The weather looked wet but it didn't dampen the enthusiasm of the riders or spectators for there were plenty of both. The big Mesa track was especially fast and there was a minimum of dust. The track, being cut out of a half mile oval, has plenty of room for horse-power and passing and that is exactly what was taking place.

90's 90's Everywhere

Because of the threatening weather Bill Fisher of the Mesa M/C held a quick riders meeting and got the racing under way with the 90s leading off. This class, especially the Novices were out in full force. When all the heat racing was over and it came down to the wire of the Novice A Main Event it was Don Emde on a Bultaco who did the job on Dale Humphrey and Bob Frauenberger. A hard-charging Jim McGuire, on a Hodaka, won the 90 Expert Moto with Jim Dunn and Duane Engstrand doing the chasing. The 200cc Novices and Amateurs rode together in their Moto with Terry Mulkey scoring first in all three riding a Bultaco.

Mill Makes Mills Move

It was Dick Mills on a Bultaco who took three in a row in the 250cc Expert Moto. He had the wick turned all the way on to keep Bill Silverthorn in second and Wayne Hosaka in third. These boys aren't used to anyone else seeing the checkered flag first. The 250cc Novices were also out in force and when it came to the Main Event, it was Karl Jennig who took home the first place on a Bultaco, with Lee Drake and Victor Hannon behind him. Larry Williford, on a Ducati, had to keep it turned on hard to hold back Dave Harding in the 500cc Novice Moto but was able to do so with Wayne Butterfield coming in third.

You Don't Have to Ride All

Gene Fetty proved you don't have to ride all three motos to be numero uno. Fetty and his powerful Matchless Metisse won the first moto but sat out the second with a broken throttle cable. He replaced the cable and came back to win the third Moto and wound up with enough points to beat Butch Rowland, Gary Albright and Don Finan in the 500cc Expert class. Allen Ingersoll, in the Open Novice class, had gold in his eyes until a crash took him from the lead in the first Moto and slowed him down the rest of the day. Stephan Szikszay, on a Triumph, did a fine bit of riding to win three in a row. Dick Mills also rode the Open Expert class but couldn't hold back Myron Carter, to whom winning is nothing new. Carter rides like a veteran Expert and we understand he is still in his teens.

Les Girls

The girls on their 90s were on hand to lend some color to the program but watching Christy Fujikawa coming down that chute tucked in and full on, we decided that she came to race. Race she did, winning all three of the Motos with Carol Chiara and Shirlee Newsom behind.

(Results on page 16)

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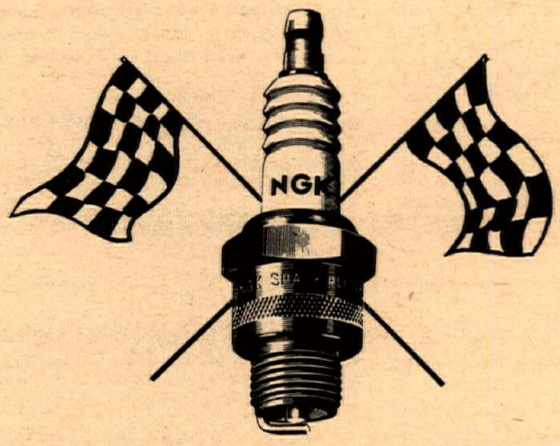

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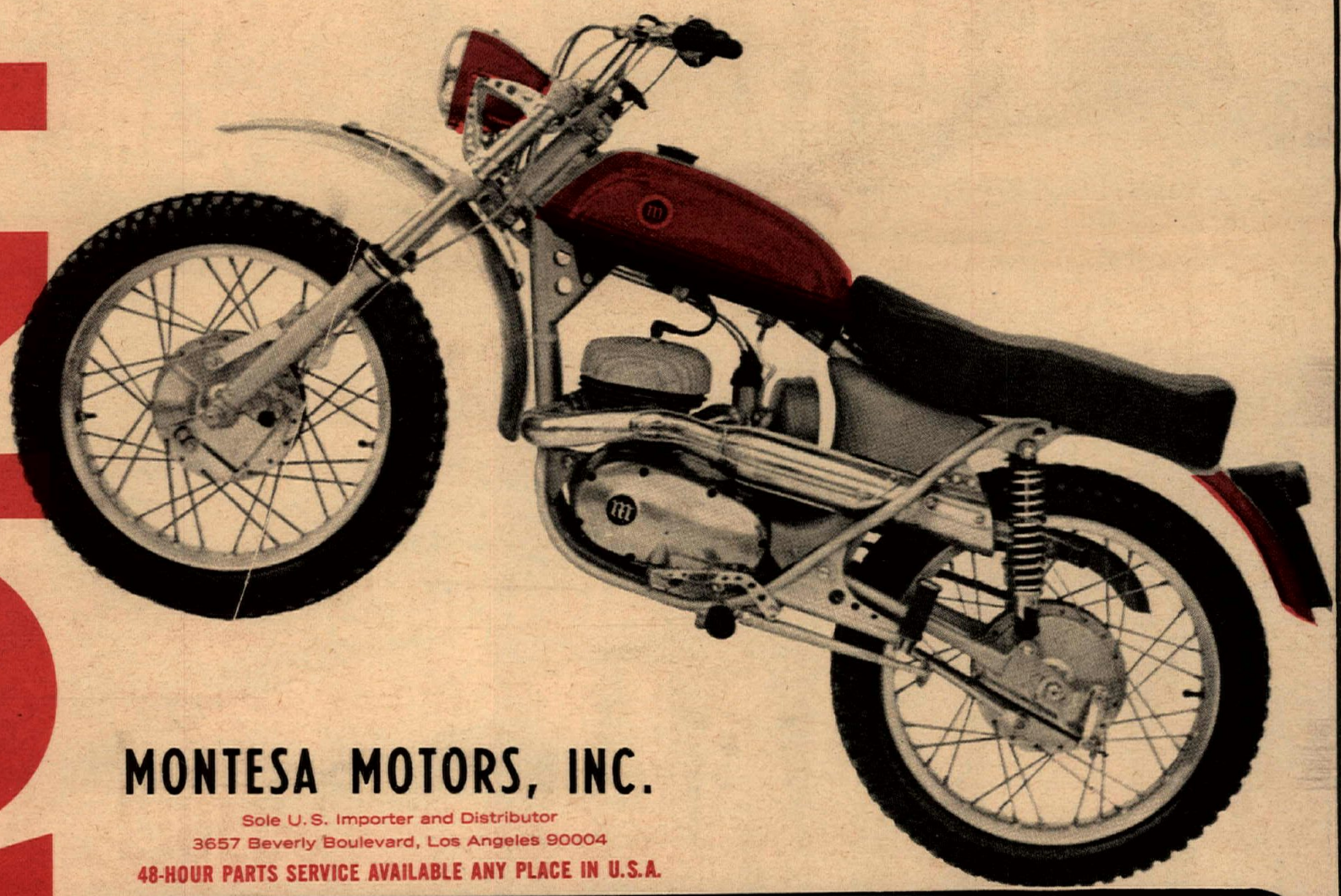

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